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| | Mukden " Ar. | 11.25 " | " |
| | " " Lv. | 11.50 " | " |
| | Changchun " Ar. | 6.55 a.m. | Tues. |
| | " (Russian Train) Lv. | 7.30 " | " |
| | Harbin " Ar. | *2.00 p.m. | " |

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|---|---|---|---|
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| | Changchun Ar. | 6.30 " | " | " | " |
| | " (S.M.R. Train) Lv. | 7.00 " | " | " | " |
| | Mukden " Ar. | 1.50 p.m. | " | " | " |
| | " " Lv. | 2.10 " | " | " | " |
| | Dairen " Ar. | 10.20 " | — | Th. | Sat. |
| | " (Steamer) Lv. | Noon. | — | Sat. | Mon. |
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*Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.*

*All letters for publication should be written on one side of paper only.*

*No anonymously signed communications that have already appeared in other papers will be inserted.*

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The Daily Press.

HONGKONG, JANUARY 22ND, 1914.


WE are not surprised to receive an authoritative contradiction of the report that there is a possibility of the early resignation of the First Lord of the Admiralty from the Cabinet, followed by the resignation *en bloc* of the entire Board of Admiralty. Mr. CHURCHILL himself is responsible for the contradiction. It will be noticed that while the story with regard to the other members of the Board of Admiralty is emphatically branded as "untrue," the *denenti* so far as it relates to differences in the Cabinet on Naval policy is not so emphatic: it merely says that such statements are "based upon surmise and gossip and should be uniformly distrusted." Nor is Mr. LLOYD GEORGE to go. It is stated on his behalf that he "certainly will not resign," but the statement neither confirms nor denies the report that grave differences exist in the Cabinet on the subject of the Naval programme. That much indeed has been known for a long time past. As a sort of New Year's message to the Liberal hosts, the London *Daily Chronicle*, the official organ of the Party, published on January 1st an authorised statement of the results of the Chancellor's Christmas holiday study of the armaments problem. The Chancellor thinks the present the most favourable moment for twenty years for overhauling expenditure on armaments for three reasons—firstly, the infinitely friendlier relations with Germany, secondly, the Continental nations are directing their energies to strengthening their land forces, and thirdly, the spread of revolt against "organised military insanity" throughout Western Europe. Unless Liberalism seizes the present opportunity, he said, it will grossly betray the trust of the people. What precisely did the Chancellor mean by giving publicity to these views if it was not to indicate his entire disapproval of the policy which the First Lord of the Admiralty had foreshadowed in his speech at the Mansion House banquet? There seems every warrant for the current belief that the Cabinet is divided on the subject, and the carefully phrased *dementis* do nothing to dissipate the impression. So long as other Powers refuse to fall in with Mr. CHURCHILL'S "Naval holiday" proposal, it is impossible for him to retrench, and a Government which followed Mr. LLOYD GEORGE'S advice in this matter would be soon driven from office. Mr. LLOYD GEORGE, after his holiday at Criccieth, either said too little or too much. The First Lord of the Admiralty in his public speeches has shown that he is in entire agreement with the "stormy petrel" of the Cabinet in his condemnation of the ever-growing expenditure on armaments, but no one country can afford to ignore what its neighbours are doing in the matter. It has been well described as a game of "beggar-my-neighbour." Mr. CHURCHILL has twice called a halt in the game, only to discover that the other participators in the game are unwilling. Mr. LLOYD GEORGE will never persuade the people of the United Kingdom to act in this matter quite independently of what the other Powers are doing. If his recent pronouncement on the subject means no more than an endorsement of the pious aspirations the First Lord of the Admiralty has often expressed, then there is still room for both in the Cabinet, and all that Mr. GEORGE has to do is to explain how and by what practical means "Liberalism is to seize the present opportunity" to put a stop to this "organised military insanity." The following figures showing the growth of expenditure on Naval armaments in the last quarter of a century contain much food for reflection:—

| | 1888. | 1913. |
|---|---|---|
| Britain ..... | £13,172,838 | £46,309,300 |
| France ..... | 8,054,000 | 18,626,755 |
| Russia ..... | 3,629,489 | 24,477,487 |
| Germany ..... | 2,381,060 | 22,887,870 |
| Italy ..... | 4,728,410 | 10,269,460 |
| Austria ..... | 1,133,113 | 5,985,715 |
| United States. | 4,600,724 | 28,932,630 |
| Japan ..... | 1,010,000 | 9,860,912 |
| | £38,709,634 | £167,350,129 |

In the majority of cases further increases are certain in the present year, and the strangest thing about it all is that this synchronises with a growing conviction that the world is becoming more "civilised," and that reason is taking the place of brute force in the settling of international disputes. Yet the Powers—one and all of them—deem it necessary for their defence—each against its neighbour—to strain its financial resources to the utmost to provide itself with the most scientific engines of war, and plenty of them. It is a strange world we live in. Some day, no doubt, the dream of silent war drums, furled battle-flags, "the Parliament of Man and the Federation of the World," may come to pass, but meanwhile "Keep your powder dry and add to the stock" is the accepted motto of each of the Great Powers.

H.M.S. *Yarmouth* returned to the Colony from Shanghai yesterday.

H.M.S. *Thistle*, which is visiting the Coast ports, is expected back in Hongkong on February 4th.

Ten cases of tinned butter, of the value of $420, are reported to have been stolen from the Kowloon Godowns.

Miss Ethel Morrison, of No. 49, Hollywood Road, has reported to the police that she has missed three gold bracelets, worth $250, from her room.

A small fire which broke at No. 60, Chatham Road, Hunghom, was extinguished without great difficulty by police and inmates. The outbreak originated from the overturning of a kerosine lamp.

A fine of $100 was imposed at the Magistracy on a Chinese for being in unlawful possession of a revolver. The weapon was "encased in a mirror," which the man was carrying on one of the wharves.

The Chinese Foreign Office contradicts the report that Russia has protested against the opening of the new trade marts in North China. No protest, at any rate, has been made to the Foreign Office, either in writing or verbally.

A correspondent of the *Gold Coast Leader* voices a rumour "that His Excellency the Governor, Sir Hugh Clifford, will be transferred to the two Nigerias to relieve Sir Frederick Lugard, who, it is said, will proceed on to Egypt."

# TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## THE RUMOURED SPLIT IN THE BRITISH CABINET.

DENIALS BY MR. CHURCHILL AND MR. LLOYD GEORGE.

LONDON, January 21st.

Mr. Winston Churchill has issued a statement declaring that all the newspaper statements about the Cabinet proceedings are based upon surmise and gossip, and should be uniformly distrusted. The statement that the Admiralty had expressed its intention of resigning was also untrue.

When Mr. Churchill made the statement, he, with the other members of the Admiralty were discussing the Estimates, and it is regarded as practically certain that the statement was made with the authority of the whole Board, as well as that of Mr. Churchill.

With regard to Mr. Lloyd George, it is stated on his behalf that he will most certainly not resign.

## STRENGTH OF THE BRITISH NAVY.

SPEECHES BY CABINET MINISTERS.

LONDON, January 21st.

Three Cabinet Ministers spoke on the Navy last night.

Mr. Percy Illingworth, Parliamentary Secretary to the Treasury, speaking at Bradford, said it was a disappointment to the Liberals that they were unable to reduce the expenditure on armaments. The Government was pledged to make the Navy sufficient and no more than sufficient, for the protection of their shores. They had given foreign nations evidence of their intention to reduce their expenditure, but that had not met with the success which had been expected. He assured the Liberals that not a penny more would be spent upon the Navy than was considered essential.

Mr. Walter Runciman, President of the Board of Agriculture, speaking at Batley, said he believed in fully protecting their shores, but every unnecessary Dreadnought was abstracted from great beneficial purpose, and from the financial wealth of the country, which ought to be used to help those who were unable to help themselves.

Mr. McKinnon Wood, Secretary for Scotland, was heckled at a meeting at Glasgow when he referred to the subject of the Navy. He said that their maritime force must be maintained in a position which would enable it to defend their shores and commerce. Any further expansion was a mistake.

PRESS COMMENTS.

The newspapers are engaged in heated controversy on the subject of to-morrows meeting of the Cabinet which will decide the Navy Estimates.

The Conservative papers insist that Mr. Winston Churchill and his colleagues are at logger-heads, and declare that the meeting will decide whether he or Mr. Lloyd George will guide the Liberal Party on the question of Naval expenditure. They are confident that Mr. Churchill will carry the day.

The *Daily News and Leader* says that there is no basis for the Tory press to attempt to force the Government into a new plunge of reckless building, and declares that it is the nation's duty to build two and not four Dreadnoughts in the coming year.

All the papers admit that the estimates of last year have already been exceeded, the result largely of acceleration in placing three Dreadnoughts in lieu of the Canadian ships. They anticipate that one of the first acts of the Government in the coming Session will be the introduction of supplementary estimates, which the *Daily Chronicle* declares will be four and a half millions, in addition to the estimates for 1914-15, probably approximating £50,000,000. The *Daily Chronicle* does not question Mr. Churchill's intention to lay down four more Dreadnoughts in 1914-15, but declares that he is guilty of an error of judgment in accelerating the building of three Dreadnoughts as a temporary expedient in place of the Canadian ships, since the same contingency again arises owing to Mr. Borden's postponement of the Naval Bill. The same paper also declares that if Mr. Churchill is wise he will forego the building of ships for the substitution of the ships promised by Canada.

# TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## SAFETY AT SEA.

RECOMMENDATIONS OF THE CONFERENCE.

LONDON, January 21st.

The Conference which has been discussing problems connected with safety at sea, has finally adopted the reports of the various Committees, and closes to-day. The recommendations are that lifeboats shall be provided for all, subject to the British proviso that where the fullest use is made of the space available for fitting davits, pontoon rafts may be provided for 25 per cent. of the passengers on board.

The Conference also recommends the establishment of an International service for the purpose of ice observation, and the destruction of derelicts in the North Atlantic, under the control of the United States. It further recommends that all masters shall report dangerous ice and derelicts; also the adoption of the International signal code. It further recommends a number of construction rules regarding bulkheads and double bottoms, and a periodical survey of vessels, etc. For this purpose, all vessels are to be divided into two classes, the new and existing, the latter to be exempted from the rules according to the discretion of the authorities in the countries concerned.

Other recommendations are that all vessels with fifty or more on board must carry a wireless installation, which must be continuously worked on fast passenger steamers, and those vessels voyaging over five hundred miles from port to port, and seven hours a day for others.

## THE BRITISH SUBMARINE DISASTER.

MOURNING FATHER'S APPEAL.

LONDON, January 21st.

Colonel Morrison, father of Sub-Lieutenant Morrison, one of the victims of the submarine disaster at Plymouth, in a letter to the Press, expresses the hope that the disaster will arouse public opinion to demand that the risks incurred by those who man submarines shall be minimised. He describes the "A" class as obsolete, and practically death-traps, and says that it is incomprehensible that a great nation will continue to permit the pluckiest of her sons to be sacrificed in worn-out boats, merely to satisfy Parliament paper strength.

Ceaseless trawling has failed to discover the whereabouts of the ill-fated submarine.

## ENGLISH NAVAL COMMANDER FOUND DEAD.

LONDON, January 21st.

Commander Hamilton-Gordon, of the destroyer *Thrasher*, has been found dead in his bunk at Devonport.

## THE KAISER'S HEALTH.

RUMOURS DENIED.

BERLIN, January 21st.

The Kaiser is in the best of health, all the rumours to the effect that he is ill being untrue.

## £30,000 FOR A HOLBIEN.

LONDON, January 21st.

A London dealer has purchased Holbien's picture of Thomas Cromwell, belonging to the Earl of Caledon, for £30,000.

## COLONEL SHOT AT ADEN.

ADEN, January 21st.

The Colonel and a native officer of the 109th Indian Regiment have been shot dead by a native soldier, an act of revenge for a sentence of a fortnight's imprisonment.

## A FLOATING HOTEL.

LINER WITH VIENNA CAFE, LIFTS, AND SWIMMING BATH.

LONDON, January 21st.

There was an informal lunch and inspection of the *Llandovery Castle*, which makes her maiden voyage to-morrow. The vessel is furnished on a luxurious scale, being fitted with special tropical equipment for the East African trade. The new features include lifts, a Vienna café, and a swimming bath.

# TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## ATTEMPTED BLACKMAIL AT TOKYO.

GERMAN TYPIST CONVICTED IN BERLIN.

BERLIN, January 21st.

Carl Richter, formerly a typist in the Tokyo Office of Siemens and Schuckert, electrical manufacturers, has been sentenced to two years' penal servitude for stealing important documents belonging to the office, and attempting to use them for the purposes of blackmail.

The evidence showed that the stolen documents related to orders for the Japanese Navy. Richter offered to sell them for £2,500 sterling. The firm refused, and had Richter arrested and extradited.

The prisoner alleged that the firm had bribed high Japanese officials.

The Court, in giving judgment, said the illegitimate manipulations of the firm which, to a certain extent tempted the prisoner, constituted extenuating circumstances.

## GERMAN SCIENTISTS SAFE.

NATIVE CARRIERS KILLED AND EATEN.

BRISBANE, January 21st.

Advices from the Bismarck Archipelago show that the German scientist named Deinger, who it was previously reported had been murdered by cannibals at New Mecklenburg, escaped with a tomahawk wound. His companion scientist, who was also reported killed, escaped unhurt, but eight of the native carriers were murdered and eaten.

## AMERICAN BUSINESS METHODS AND PUBLIC OPINION.

PRESIDENT WILSON'S MESSAGE TO CONGRESS.

WASHINGTON, January 21st.

President Wilson has forwarded a message to Congress in reference to Trusts. He proposes legislation prohibiting the inter-locking of directorates, empowering an inter-State Commission to regulate the raising of money by rail-roads, explicitly defining the hurtful restraints of trade, and ensuring penalties falling upon the proper individuals, prohibiting the so-called "holding" of companies, and enabling individuals to sue for redress on facts proven, and judgments given, in Government suits. President Wilson appeals to Congress to approach the subject in the spirit of friendliness and co-operation. As the antagonism between business and the Government is now over, he says, both are ready to meet halfway in a common effort to adjust business methods to public opinion.

## TELEPHONE GIRL AS LIVING SHIELD.

IN DESPERATE FIGHT WITH CONVICTS.

NEW YORK, January 21st.

At MacAllister, Oklahoma, three convicts gained possession of revolvers and secured the goaler's keys. They rushed the prison gates, firing on the guards and using a telephone girl as a living shield. They unlocked the gates and, dropping the girl, who was wounded, jumped into a buggy. The guards kept up a fusillade from horseback, and in the course of the running fight they killed the convicts.

Three of the guards, and an ex-Congressman who was visiting the prison, were killed.

## NESTS OF CONSPIRACY IN INDIA.

CALCUTTA POLICE AND THE RECENT ASSASSINATION.

CALCUTTA, January 21st.

The police take a very serious view of the assassination of Detective Sub-Inspector Dripend Ranath Ghose. They are of the opinion that it is now evident that there are a whole series of further nests of conspiracy in northern Calcutta.

## THE VICTORIAN LOAN.

REVIVAL OF INVESTMENT BUSINESS.

LONDON, January 21st.

The Victoria 4 per cent. loan of a million sterling, issued at 97, has been fully subscribed and is now quoted at ½ per cent. premium. The success of the loan is regarded as symptomatic of a revival in the investment business.

# TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## ULSTER'S LOYAL WOMEN.

TRAINING AS TELEGRAPHISTS AND SIGNALLERS.

LONDON, January 21st.

In connection with the meeting of the Ulster Women's Unionist Council at Belfast, at which Lady Londonderry and Sir Edward Carson were the principal speakers, the papers give prominence to the varied activities of the Ulster women during the present campaign. Besides doing ambulance work, they are training as signallers and telegraphists in order to staff post-houses, which have been already established in forty towns, in the event of postal facilities being cut off with London.

## CANADA'S NAVAL BILL.

"GRAVE AND IMPORTANT CONSIDERATIONS."

OTTAWA, January 21st.

In the House of Commons, Mr. Borden, answering Sir Wilfrid Laurier, declared that the Senates rejection of the Naval Bill brought discredit upon Canada, and that the hostile majority in the Senate would not be given another opportunity to repeat the performance. He affirmed that when the Government was able to pass the Bill through the Senate, it would be their duty to consult the Imperial Government concerning these grave and important considerations. He pointed out that if the Powers agreed to any restriction in armaments, Canada would gladly review the position; otherwise they should proceed in due course with the construction of three ships. He reiterated that Canada's permanent Naval policy would be submitted to a general election, as he had given his pledge in the matter.

## DEATH OF LORD STRATHCONA.

LONDON, January 21st.

Lord Strathcona died peacefully while in a sleep. He death occurred in London.

[The late Baron, was a Scotsman, being formerly known as Donald Alexander Smith. He was K.C.M.G., G.C.M.G., G.C.V.O., F.R.S., LL.D., P.C., and D.L. He was High Commissioner for Canada from 1896 to 1911, being frequently referred to as the G.O.M. of Canada. He entered the Hudson Bay Company at an early age and was the last Resident Governor of that Corporation as a governing body. He was a Special Commissioner during the first Reil rebellion in the Red River Settlements, and was thanked by the Governor General in Council for his services. Other important posts which he occupied were: Member of the first Executive Council of N.W. territory; representative of Winnipeg and St. John's in Manitoba Legislature; M.P. for Selkirk in Dominion House of Commons; also for Montreal West; in addition to which he was officially connected with several large companies. He was D.C.L. of Oxford and Cambridge; Hon. LL.D. of Cambridge, Aberdeen, Glasgow, Victoria (Manchester), Dublin, Queenstown, Laval, Yale, Ottawa, and Toronto Universities; Chancellor of M'Gill and Aberdeen Universities; Lord Rector of Aberdeen University and subsequently Chancellor. He was created a Baron in 1897. Lord Strathcona was 94 years of age.]

## HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Council is called for this afternoon. The orders of the day are:—

First reading of a Bill entitled, "An Ordinance to amend and consolidate the Law relating to 'Chinese Passenger Ships' as defined by the Chinese Passengers Act, 1855, and concerning Asiatic Emigrants generally."

First reading of a Bill entitled, "An Ordinance to amend Ordinance No. 9 of 1910 as incorporated in the Pharmacy Ordinance, 1908."

First reading of a Bill entitled, "An Ordinance to amend and consolidate the Arms and Ammunition Ordinance, 1900."

Second reading of the Bill entitled, "An Ordinance to amend and consolidate the Laws relating to Opium."

Second reading of the Bill entitled, "An Ordinance to provide for the registration of qualified Dental Surgeons and otherwise to regulate the practice of Dentistry."

Forest guards under Mr. Green, of the Botanical and Forestry Department, raided two houses at Wongneichong on Tuesday as a consequence of which two women appeared at the Magistracy yesterday, charged with being in unlawful possession of brushwood, picked from Government Plantations. It is stated that the husband of one of the women is a forest guard. Fines of $20 and $25 were imposed.

# TELEGRAMS.

["DER OSTASIATISCHER LLOYD" SERVICE.]

## CHINA SERVICE.

### THE MURDER ON THE PEKING-TIENTSIN RAILWAY.

THE VICTIM IDENTIFIED.

SHANGHAI, January 21st.

The Chinese found murdered in the Peking-Tientsin train was one Ying Kuei-hsing, known for his connection with the murder of Sung Chiao-jen at Shanghai last year. He had gone from Tsingtau to Peking, it is said, to replenish his stock of ready cash, and had been shadowed by the secret police. It appears that rebels had something to do with his murder, probably instigated by Chen Chi-mei.

### NEW SYSTEM OF COINAGE FOR CHINA.

PEKING, January 21st.

The Foreign Advisers have assented to the draft of a Law for the proposed new system of Coinage; and it now awaits signature. The unit will be the Dollar. The Silver Coinage will comprise dollars, half-dollars, twenty-cent pieces, ten-cent pieces; there will be nickel coins of 5 cents, and copper coins of two cents and one cent. The Ordinance will become operative on the day of publication.

### CHINA NEW YEAR HOLIDAYS.

PEKING, January 21st.

An order by the President intimates that all Official Bureaux will be closed for three days during the Chinese New Year Festival, as usual.

### ANOTHER PROJECTED RISING IN SOUTH CHINA.

PEKING, January 21st.

The Tutuh of Hunan reports the discovery of a band of counterfeiters, who made money for a rebel syndicate with the object of effecting another rising in South China.

### CHINESE SEDITIOUS ORGANISATION IN CALCUTTA.

PEKING, January 21st.

The Chinese Merchants' Guild at Calcutta has informed the Peking Government that a Rebel Bureau has been opened there.

## EUROPEAN SERVICE.

### "PREUSSEN DAY."

RESENTMENT IN BAVARIA, DUE TO AN INCORRECT REPORT.

BERLIN, January 20th.

Some remarks, said to have been made by General von Kracht on "Preussen Day" (January 18th), unfavourably commenting on the conduct of the Bavarian Troops at Orleans, are strongly resented in Bavaria. Hypothetical explanations from the Bavarian Minister for War have led to a declaration on the part of General von Kracht that the tenor of his remarks had been falsified; he had spoken of "the high esteem which he had for the brave and able brothers-in-arms, who had at all times been ready to render their assistance."

The resentment, which had been noticeable throughout Germany, has been removed by this declaration appearing in the *Norddeutsche Allgemeine Zeitung*.

### MILITARY AUTHORITY IN ALSACE.

BERLIN, January 20th.

Professor Laband, the well-known exponent of constitutional law, has expressed the opinion in the Alsatian Chamber of Deputies that the action taken by the Military was right. The Chamber, almost unanimously, demanded guarantees against the misapplication of military power.

### GREEK PREMIER'S VISIT TO LONDON.

LONDON, January 20th.

The Greek Premier arrives here to-day for a conference on Near Eastern affairs.

It is expected by the Diplomats that their proposals regarding the Islands will be accepted, and that Sir Edward Grey will induce Greece to give up South Albania in return for the cession of the Islands. Turkish opinion, on the other hand, is not favourable to the proposal.

# TELEGRAMS.

["DER OSTASIATISCHER LLOYD" SERVICE.]

### RAILWAYS IN ASIA MINOR.

BERLIN, January 20th.

Representatives of French capitalists will soon go to Berlin to re-open the German-French negotiations with regard to railways in Asia Minor.

### THE BRITISH CABINET CRISIS.

LONDON, January 20th.

Serious differences have arisen in the British Cabinet in regard to the Naval shipbuilding proposals; the resignation of Mr. Churchill is possible. The *Daily Telegraph* says that should Mr. Churchill go, the whole Admiralty Board will resign also.

These rumours are apparently disseminated in order to create a panic to further Mr. Churchill's programme, which is not yet officially published, but it appears that, besides this year's programme of four Dreadnoughts, he will demand another three, as Canada will not supply them.

### TURKEY SECURES AN ARGENTINE DREADNOUGHT.

BERLIN, January 20th.

The Porte has secured a Dreadnought just completed in the United States of America for the Argentine.

## THE OPIUM REGULATIONS.

Before Mr. J. Wood, at the Magistracy yesterday, a Chinese from Canton, named Sum Ling Chi, was charged with being in unlawful possession of more than five taels of prepared opium, namely, 20 taels. Mr. Heywood (from Mr. Leo D'Almada's office) was for the defence. He said that the defendant was a confirmed opium smoker, and came down from Canton to purchase opium here, as he could not get it in Canton. He bought 20 taels, and purposed going to Tai Po to smoke it when he was arrested. This was only a technical offence—it was not an Opium Farmer's prosecution. It was simply that the man had omitted to get the required permission from the Superintendent of Imports and Exports. When it was realised that after the 1st March the Government would allow 20 taels it would be seen that the offence was very trivial. His Worship knew that if an opium smoker could not get opium he became very sick, and as a matter of fact the prisoners in gaol were allowed opium water.

His Worship observed that the object of the Ordinance, of course, was to prevent dealing in the drug.

Mr. Heywood—There is no question of dealing at all. It is not even alleged, and the facts are not in dispute.

His Worship—$750.

Mr. Heywood (painfully surprised)—$750? Do you seriously mean that?

His Worship—That is the fine.

Later Mr. Heywood applied to the Magistrate to order the return of 5 taels of the opium. The man had a licence for that amount, had paid for it, and was entitled to it.

His Worship—I follow your point. (To Mr. Hoggarth)—At present you are claiming all the opium, are you not?

Mr. Hoggarth—Only that in excess, your Worship.

His Worship—I will make an order to the police to hold the opium while I consider whether I will hand it back.

In another case which came before Mr. J. R. Wood, a man and a woman were charged with being in unlawful possession of 45 taels of the drug. Mr. P. S. Dixon (of Messrs. Wilkinson & Grist) represented the man, and Mr. R. C. Faithfull was for the woman. A common defence was raised, both solicitors alleging that a man came up to the female defendant, and asked her to row him in her sampan to a ship. The man had some luggage with him, which he also desired to have conveyed over with him, and as the woman lifted up part of the luggage a Revenue Officer came up, and the man ran away. The woman was arrested, along with the male defendant, who merely happened to be standing by. The opium was discovered among the luggage brought by the man who engaged her boat. The summons was dismissed.

## THE JAPANESE BUDGET.

The Japanese Budget has been published. The total ordinary revenue amounts to Y534,328,645 and extraordinary revenue to Y106,901,911.

Ordinary expenditure amounts to Y425,292,026, and extraordinary expenditure to Y213,938,530.

Ordinary Army expenditure Y79,873,504; extraordinary Army expenditure Y12,037,289.

Ordinary Navy expenditure Y40,909,574; extraordinary Navy expenditure Y59,790,846.

## CORRESPONDENCE.

### THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Hongkong, 21st January.

DEAR SIR,—The accounts of this Company for year ending 31/12/13 are now in local shareholders' hands.

A good deal of attention has been drawn to the affairs of this Company during the past year by means of the publication in the local Press of letters signed by shareholders resident in the Homeland, and on their behalf and also on behalf of local shareholders I trust that the Chairman will have some better assurances to make than those contained in the replies to Mr. Gershom Stewart, M.P., of 31/3/13 and 12/7/13.

Turning to the present accounts, a most disappointing state of affairs is revealed. It would seem that to keep up the dividend of 7 per cent. it has been necessary to carry forward a smaller balance of profit and loss to 1914—this in a year of exceptional prosperity with continual complaints in the Press from tenants against landlords for demanding and receiving higher rentals. On this matter I would ask for a lucid explanation by the Chairman at the general meeting.

There are also the following items in the accounts which are not clear and upon which I would like some enlightenment:—

*Amount Invested in Shares* is $271,218.70, but according to the profit and loss account no interest or dividends have been received on same.

*Furniture Account* stands at $4,460.92, but on the occasions when I have visited the Company's offices the furniture did not look as if it would fetch more than $1,000 or so at auction. It is to be hoped that there is some private office, elaborately fitted up, of which the man in the street is not aware.

*Account Receivable* $48,503.99. This is rather a large amount to be due for one account, and I hope it is well secured. Possibly this question is prompted by a printer's error in the balance sheet.

*Accounts Payable* $1,305,046.07. It is to be hoped that this amount does not consist of deferred salaries or repairs. The only other explanation I can think of is that it mainly represents a bank overdraft, in which case why not specify it?

Not being a public speaker, I would be very pleased if some equally interested shareholder would formulate some questions at the next meeting based on above, but if no questions are asked I would deem it a favour if the Chairman would make a few explanatory remarks in reply to the various points raised in this letter.—I am, dear sir, yours faithfully,

INVESTIGATOR.

## THE EARTHQUAKE IN JAPAN.

OFFICIAL REPORT ON THE DAMAGE SUSTAINED.

The following telegram was received at the Japanese Consulate-General at 8 a.m. yesterday:—

"Putting together the official reports received up to the 18th, sent by the Governor of Kagoshima Prefecture and officers despatched by the Home Ministry, the extent of damage at Kagoshima is as follows:—

"Interior condition of the volcano may remain in the same state for some time to come, but assuming that there may not be danger any longer, a party of explorers is climbing the volcano. 840 houses at Kuaza, one of the 18 sections in the island, are all burned down, and many domestic animals were killed, but there are fewer victims among the inhabitants than was expected. In addition to the damage done at Sakurajima, damage was done in Kimotsuki and Kora districts by falling ashes and pumice-stones, and consequently the inhabitants in these districts need assistance, in addition to the 20,000 sufferers in Sakurajima. The death roll in Kagoshima City totals 18, including 4 in the neighbouring district, and other victims are 87 seriously injured. The other damages in the City are:—35 houses entirely destroyed, 113 houses half-destroyed, many others partially damaged; damage has also been done to stone and wooden walls and bridges, and ships have either been blown away or damaged. The big buildings, such as the bazaar and manufactories, sustained no damage. Almost half the refugees have returned already to the City, and the primary schools will open again within a few days. In a word, the extent of damage is not so great as was at first reported.

"The damage in the North-East provinces and the Hokkaido on account of famine and inundation is less than in 1905, while the total crop of this year throughout the Empire is above the average."

The British-American Tobacco Company send us a specimen of a handsome Chinese calendar which takes the form of a large picture printed in colours on white satin. The calendar is neatly printed on either side and below the picture are reproductions of the tins and packets in which the Company's cigarettes are sold.

## ALLEGED ILLEGAL VERANDAH.

PROSECUTION UNDER BUILDINGS ORDINANCE.

At the Magistracy yesterday, before Mr. Wood, four Chinese named Wong Hon-shi, Wong Tsoi-shi, Wong Ho-shi, and Wong Ng-shi, of No. 69, Queen's Road West, were summoned for maintaining without consent of the Governor-in-Council, a verandah projecting over a street less than 50ft. in width.

The Assistant Crown Solicitor (Mr. Paul M. Hodgson) prosecuted for the Building Authority, and Mr. F. C. Jenkin (instructed by Mr. Nee Iham) appeared for the defendants.

In answer to his Worship, Mr. Jenkin said the defence were prepared to admit that they were the owners.

The Assistant Crown Solicitor explained that the original owners of this property applied in 1911 for leave to put up this verandah through their architect, Mr. Rose, and he sent in a plan showing the houses and the street. In this plan he showed the street to be 50ft. wide, and asked for the consent of the Governor-in-Council. The Governor's consent was given, as a matter of fact, upon that plan, subject, of course, he submitted, to the street being actually 50ft. The balcony was erected, and the property had since been sold to the present defendants. It had been discovered from certain investigations in regard to that street that the street was, in fact, not 50ft. wide. In view of a possibility of widening the thoroughfare in the future, the Government wanted to bring these houses into a certain alignment. In this case, the consent was given on a wrong application, and upon a wrong plan. Moreover, if the street was under 50ft., consent could not be given by the Governor; it had to be given by the Governor-in-Council. The verandah had been illegally erected because no consent of the Governor-in-Council had been given. It was in the power of the Government really to force these people to remove this verandah. The Crown had been obliged to take this action in view of the attitude of the defendants. He had asked his friend to get his clients to consent to an acknowledgment of the fact that they did own this property, with these illegal verandahs, subject to the undertaking upon which the Governor's consent is given—that was to say, subject to the right of the Government to remove the verandah upon three months' notice to the owners. They had dealt with several other owners of property in this district, and they had all, with the exception, he thought, of the defendants, agreed that they held the premises under this condition. He wanted to get an acknowledgment from the defendants that they did so hold this property and he was still willing to consent to an undertaking. The Building Authority were not going to act in an unreasonable manner in this case. They realised that it would be a hardship upon the present owners to order the removal of the balcony.

His Worship—Suppose I find with you, what order shall I be required to make?

Mr. Hodgson—If my friend does not then take my undertaking, I shall ask for an order for removal.

Mr. A. E. Wright, Executive Engineer in the Public Works Department, and Deputy Building Authority, gave evidence, after which,

Mr. Jenkin submitted for the defence that the prosecution were absolutely estopped from laying a charge of this description, for the simple reason that when the application was originally made it was their duty to see that the measurements were in accordance with the law. It was perfectly clear that they could make legal what otherwise would be illegal. The very people who were summoning the defendants were the people who allowed them to erect the verandah. They had consented to the erection, and by their permit they had represented to the owners that what they wanted to do was perfectly legal. They could not turn round and say that the permit was a bad one.

The further hearing was adjourned until Saturday morning.

## ASSOCIATION FOOTBALL.

FINE GAME BETWEEN HONGKONG AND POLICE.

With both teams at practically full strength, an exhibition of really good football was expected to accrue from the meeting of these teams on the Club ground at Happy Valley yesterday, and hopes were not disappointed, for the game was certainly among the very best seen this season. It was contested in the keenest spirit, and the pace throughout was exceptionally hot. The result, a goalless draw, was a pretty fair reflex of the game, although there were periods when the speedy, clever Police forwards looked like carrying everything before them. There was much improvement, too, in the civilians' front rank, the introduction of the younger Railton on the extreme right being a pronounced success, the erstwhile back getting through much effective work. Hamilton played a great game for the Club, and was the best back on the field, out-shining even his capable partner, Stalker. Corporal Coxon, R.E., controlled the game, which was conducted in an exemplary manner.

## THE FORTHCOMING RACE MEETING.

### TRAINING NOTES.

Wednesday, Jan. 21st.

Besides those who travelled down to the Race Course by the special early morning tramcar run by the enterprising management of the Company, about a dozen motor-cars were to be seen near the Grand Stand to-day, all of which conveyed their owners and parties to watch the ponies' gallops. The sky presented a wholly uninviting appearance, but, that notwithstanding, the crowd of spectators was the largest this season. H.E. the Governor, by his presence, evinces his keen interest in the doings of the Turf, and Lady May's patronage was sufficient in itself to ensure the large attendance of ladies. Our ubiquitous Clerk of the Course, Mr. T. F. Hough, was there, so also were Sir Paul Chater, Mr. N. J. Stabb, the Hon. Mr. D. Landale, the Hon. Mr. E. Shellim and Mrs. Shellim and Surgeon and Mrs. Hastings.

A strong north-easterly wind made for the discomfiture of riding boys when negotiating the hill up to Black Rock, but once the village was rounded, the prevailing conditions conduced to rapid last quarters.

A Sheung (Mr. Harold Seth's riding boy) had a nasty spill this morning, which, fortunately, resulted in nothing worse than a slight bruise to himself. He had just completed a fast gallop, in the inside course, on Mr. Knoll's Navy Cupper, when the pony swerved against the rail and unseated his mafoo.

Sympathy must be felt with Mr. Leo d'Almada, whose sub. Glorioso, which in the earlier gallops gave such fair promise to his owner, is now reported to be "dicky" and is down with fever in his stall; but if there is anything in a name the same owner's Victorios and Triumphoso should make up for his rough luck with Glorioso.

Dr. G. P. Jordan's sub.'s performance was the outstanding feature of this morning's gallops; his half-mile in 1.03 was quite a good exhibition and should carry laurels for Medico's stable.

Before reproducing to-day's register, the few "times" recorded yesterday should be acceptable to students of time and form.

*20th January.*

All gallops on the inside course:—

Triumphoso (boy), 1½m., 37½, 1.12 4-5, 1.50 2-5, 2.29, 3.05; last quarter 36.

Robin Hood (boy), 1m., 36, 1.10; last quarter 34.

Valsalini, 1½m., 40, 1.12 2-5, 1.57 1-5, 2.34 3-5, 3.06 3-5; last quarter 32.

Mr. Friesland's sub. (boy), 1m., 35, 1.07; last quarter 32.

Mr. Friesland's chest. sub., 1m., 36, 1.09; last quarter 33.

*21st January.*

OLD PONIES.

Sweet William (Mr. Sedgwick), 1m., 36, 1.12½, 1.44; last quarter 31½.

Royal Rose (boy), 1½m., 3.38.

Violini (boy), 1½m., 39, 1.19½, 1.59, 2.35 4-5, 3.07; last quarter 31 1-5.

Durbar Chief (boy), 1m., 35 4-5, 1.13, 1.48, 2.19 2-5; last quarter 31 2-5.

Vice-President (late Twenty) (boy), 1m., 2.22 4-5.

Sunlight, 1m., 38, 1.14 2-5, 1.46; last quarter 31 3-5.

Mahratta Chief (boy), 1m., last ¾, 37, 1.12 2-5, 1.43 2-5; last quarter 31.

Rice Bird (Hickman), 1m., 41, 1.17 1-5, 1.55, 2.27; last quarter 32.

Traff (boy), 1½m., 35½, 1.12, 1.51 1-5, 2.30, 2.59; last quarter 29.

Borneo Chief and Mr. Kadoorie's dk.-g. Navy Cupper, 1½m., 37, 1.14, 1.51 3-5, 2.29 2-5, 3.02; last quarter 32 3-5.

DERBY GRIFFINS.

Sir Paul Chater's chest. wh. blaze, 1½m., 38, 1.12½, 1.49, 2.25, 3.00, 3.31 2-5; last quarter 31 2-5.

Mr. H. Seth's Pak Kwai and Mr. Apcar's dun sub., 1m., 39, 1.15, 1.52, 2.25; last quarter 33.

Mr. Kadoorie's nutmeg grey, 1½m., 36, 1.15, 1.53 1-5, 2.29 4-5, 3.01 3-5; last quarter 31 4-5.

Mr. Stabb's grey, 1m., 38—, 1.44.

Sir Paul's bay, 1½m., last 1m., 39½, 1.16, 1.47; last quarter 31.

Banjolini, 1½m., 34 4-5, 1.08 1-5, 1.43, 2.18, 2.49 3-5; last quarter 31 3-5.

Polkalini, 1½m., 34 2-5, 1.08 1-5, 1.46 1-5, 2.22 3-5, 2.54½; last quarter 31 4-5.

Sir Paul's nutmeg grey, 1½m., —, —, 1.48 4-5, 2.25, 3.02 1-5, 3.36 1-5; last quarter 34.

Mr. Kadoorie's grey, 1½m., last mile 34 3-5, 1.09 3-5, 1.45, 2.17 1-5; last quarter 32 1-5.

SUBSCRIPTION GRIFFINS.

Brown Boy (boy), 1m., 39, —, 1.50.

Mr. Lowe's dun (Mr. Hickman), 1m., 41, 1.19, 1.51; last quarter 32.

Mr. Friesland's (boy), 1½m., 2.58.

Mr. Knoll's dk.-g., 1m., 38, 1.15, 1.46½; last quarter 31½.

Mr. Landale's dun and grey, 1m., 36, 1.12½, 1.46; last quarter 33½.

Sir Paul's dk.-g. Navy Cupper, 1½m., 2.49.

Mr. Harold Seth's dk.-g. Navy Cupper, 1m., 34, 1.12½, 1.49, 2.20; last quarter 31.

Mr. Brutton's dun, 1½m., last mile, 34½, 1.12, 1.48, 2.20; last quarter 32.

Mr. Humphreys', 1m., 1.45.

Mr. Bishop's Damon, 1m., 36, 1.07.

Dr. Fitzwilliams' grey, 1m., 1.07.

Sir Paul's brown, 1m., 37, 1.14, 1.46 3-5; last quarter 32 3-5.

Dr. Jordan's white, 1m., 33 2-5, 1.03 2-5; last quarter 30.

B.


## INTIMATIONS

# ECZEMA CAUSED HAIR TO COME OUT

**Thick Rash with Intense Irritation. Great Pain, Itching and Burning. Sleep Almost Impossible. Cured by Cuticura Soap and Ointment.**

10, Dover Mansions, Canterbury Rd., Brixton, S. W., Eng.—"I derived great benefit from the Cuticura Soap and Ointment. I suffered with eczema at the back of the neck and head, causing my hair to come out very much. There was a thick rash with intense irritation, both of which increased as time went on causing great pain, itching, burning and discomfort, making sleep almost impossible night or day.

"I first tried ——— lotion which, though cooling, did no real good. I then saw the advertisement of Cuticura Soap and Ointment and wrote for a sample to be sent. I purchased a large tablet of Cuticura Soap and some Cuticura Ointment and used them regularly at night, bathing the affected parts with the Cuticura Soap and hot water, and then gently applying the Cuticura Ointment with the tip of the finger, and in the morning again washing with the Cuticura Soap and hot water. The attack lasted about three months and was quite cured after using the Cuticura Soap and Ointment six weeks, and my hair quite ceased to come out." (Signed) Mrs. Fanny Wooldridge, July 24, 1912.

Cuticura Soap and Ointment sold throughout the world. A single set is often sufficient. Sample of each with 32-p. book free from nearest depot: F. Newbery & Sons, 27, Charterhouse Sq., London; R. Towns & Co., Sydney, N. S. W.; Lennon, Ltd., Cape Town: Muller, Maclean & Co., Calcutta and Bombay; Potter Drug & Chem. Corp., Boston, U. S. A.

Tender-faced men should shave with Cuticura Soap Shaving Stick. Sample free.

[96-6

# MAPPIN & WEBB, LIMITED.

NEW CONSIGNMENTS

STERLING SILVER WARE.

PRINCE'S PLATE

(GUARANTEED FOR 30 YEARS)

CUTLERY.

From the

SOLE AGENTS:

CHS. J. GAUPP & CO.,

ALEXANDRA BUILDINGS.

CHATER ROAD

134

# CALDBECK, MACGREGOR & Co.

(ESTABLISHED 1864).

NEW ARRIVALS

IN HONGKONG.

B. L. WHISKIES,

JAMESON'S 3 STARS

IRISH WHISKY,

(Bearing the Registered Label—the only sure test of a Genuine Article).

and

CLUB CIGARETTES.

These have been obtainable in Hongkong for a few months only: they are too well-known to require eulogy.

[21

*NOTICE.*

*Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed* DAILY PRESS *only, special business matter* THE MANAGER.

*Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.*

*Orders for extra copies of* DAILY PRESS *should be sent in before 11 a. m. on day of publication. After that hour the supply is limited. Only supplied for Cash.*

*P.O. Box, 33. Telephone No. 12.*
*Telegraphic Address: "PRESS."*
*Codes: A.B.C. 5th Ed., Lieber's.*

## NEW ADVERTISEMENTS

WANTED.

A LADY STENOGRAPHER and TYPIST.
Apply giving full particulars and Salary required to—
"STENO,"
Care of "Daily Press" Office.
Hongkong, 22nd January, 1914. [191

GLEN LINE (McGREGOR, GOW & CO.), LTD.

THE Steamship
"GLENFARG" (Capt. H. J. HENDERSON).
FOR LONDON VIA PLYMOUTH.
The above Steamer will be despatched for the Port named, on or about 25th February.
"GLENLOGAN" (Capt. JAS. McGREGOR),
FOR LONDON VIA PLYMOUTH.
This Steamer will be despatched for the above Port on or about 31st March.
Saloon Passage, HONGKONG to LONDON (including First Class Rail Fare PLYMOUTH to LONDON),
£40.
Attention is drawn to the Moderate Passage Rates charged.
For freight or passage, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 22nd January, 1914. [192

G. R.

NOTICE.

IT IS HEREBY NOTIFIED that a CONSTANT SUPPLY OF WATER will be Turned on in the Rider Main Districts on the 23rd, 24th and 25th instant.
W. CHATHAM,
Water Authority.
Public Works Office,
Hongkong, 19th January, 1914. [185

NOTICE.

WE, the Undersigned, have been This Day appointed Sole Representatives for THE DERHAM LUMBER Co., of the Philippine Islands, for Hongkong and South China, and are now prepared to quote prices for ALL Grades of PHILIPPINE TIMBERS.
N. S. MOSES & Co.,
14, Des Vœux Road Central.
Hongkong, 8th January, 1914. [145

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

IN THE MATTER OF THE HONGKONG AND SOUTH CHINA STEAM FISHERIES COMPANY, LTD.,
and
IN THE MATTER OF THE COMPANIES' ORDINANCE OF HONGKONG No. 58 OF 1911.

NOTICE IS HEREBY GIVEN that a Petition presented to the Supreme Court of Hongkong on the 6th day of January, 1914, for confirming a Special Resolution reducing the capital of the above named Company from $150,000 to $90,000 by reducing the par value of the shares from $10 to $6 each is directed to be heard before the Chief Justice of the Supreme Court of Hongkong on SATURDAY, the Thirty-First day of January, 1914, at 10.30 o'clock in the forenoon. Any Creditor or Shareholder of the Company desiring to oppose the making of an Order for the Reduction of the Capital of the said Company under the above Ordinance should appear at the time of hearing by himself or his Counsel for that purpose and a copy of the Petition will be furnished to any Creditor or Shareholder of the Company requiring the same by the Undersigned on payment of the regulated charges for the same.
Dated this 14th day of January, 1914.
JOHNSON, STOKES & MASTER,
Solicitors for the above named Company,
Princes' Buildings,
Ice House Street,
Hongkong.
Hongkong, 14th January, 1914. [166

WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "magnificent climate." Preparation by experienced and qualified teachers for entrance to schools in England, or for commercial life in the East. School-house by the sea. Recreations:—Sea bathing, boating, cricket, football, etc.
For terms, apply to the Headmaster,
HERBERT L. BEER, L.C.P.
1343]

## PUBLIC COMPANIES

THE HONGKONG LAND RECLAMATION CO., LTD.

NOTICE IS HEREBY GIVEN that the THIRTEENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Offices of Messrs. JARDINE, MATHESON & COMPANY, LIMITED, on WEDNESDAY, the 28th January, 1914, at 11.30 o'clock A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1913.
The REGISTER of SHARES will be CLOSED from TUESDAY, 20th, to 28th January, 1914 (both days inclusive), during which period no Transfer of Shares can be Registered.
By Order of the Board of Directors.
MOWBRAY S. NORTHCOTE,
Secretary.
Hongkong, 14th January, 1914. [163

THE WEST POINT BUILDING CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SIXTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Offices of Messrs. JARDINE, MATHESON & COMPANY, LIMITED, on WEDNESDAY, the 28th January, 1914, at 11.45 A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1913.
The REGISTER of SHARES of the Company will be CLOSED from TUESDAY, 20th, to WEDNESDAY, 28th January, 1914 (both days inclusive), during which period no Transfer of Shares can be Registered.
By Order of the Board of Directors.
A. SHELTON HOOPER,
Secretary,
THE HONGKONG LAND INVESTMENT AND AGENCY Co., LTD.,
General Agents for
THE WEST POINT BUILDING Co., LTD.
Hongkong, 14th January, 1914. [164

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SIXTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Offices of Messrs. JARDINE, MATHESON & COMPANY, LIMITED, on WEDNESDAY, the 28th January, 1914, at NOON, for the purpose of receiving the Report of the Directors together with the Statement of Accounts for the year ending 31st December, 1913.
The REGISTER of SHARES of the Company will be CLOSED from TUESDAY, 20th, to WEDNESDAY, 28th January, 1914 (both days inclusive), during which period no Transfer of Shares can be Registered.
By Order of the Board of Directors.
A. SHELTON HOOPER,
Secretary.
Hongkong, 14th January, 1914. [165

SOCIETÉ DES PULPES ET PAPETERIES DU TONKIN,

SOCIÉTÉ ANONYME AU CAPITAL DE $600,000.

NOTICE OF MEETING.

SHAREHOLDERS of the above Society are hereby summoned to an EXTRAORDINARY GENERAL MEETING to be held at the Head Office of the Company, No. 21, Rue Jules Ferry, Haiphong, on SATURDAY, the 7th February, 1914, at 2.30 o'clock in the afternoon.
Objects of the Meeting:—
Statement of the Situation;
Increase of Capital, by the creation of preferred Shares; or Issue of Mortgage Debentures;
In case of Increase of Capital, alterations in the Articles of Association, Nos. 8, 15, 44 and 47.
By Order of the Board,
P. BRIFFAUD,
Chairman.
Haiphong, the 3rd January, 1914. [169

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

THE NINETY-FOURTH ORDINARY YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 10th February, 1914, at 12 o'clock NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.
The TRANSFER BOOKS of the Company will be CLOSED from the 27th January to the 10th February, 1914, both days inclusive.
By Order of the Board of Directors,
W. E. CLARKE,
Secretary.
Hongkong, 13th January, 1914. [158

NOW ON SALE.

MAIL TABLES

FOR 1914.

Shows the dates of departure of the Mails of Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card ... ... ... 30 Cents.
On Paper ... ... ... ... 25 ,,

On Sale at the *Hongkong Daily Press* Office.
Hongkong, 7th January, 1914.

## INTIMATIONS

# LANE, CRAWFORD & Co.

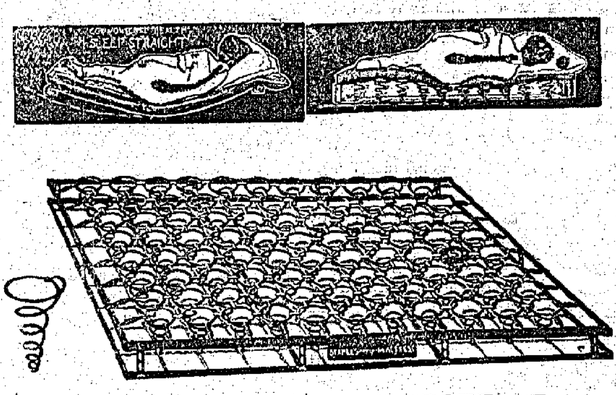
TELEPHONE 97.

"BE HEALTHY—BUY A STAPLES"

ALL STEEL

GIRDER FRAME MATTRESS.

NO WOODWORK.




LOOK AT THE TWO FIGURES ABOVE. THE ONE ON AN OLD-FASHIONED WOVEN WIRE MATTRESS, IN AN UN-NATURAL POSITION WITH CROOKED SPINE. THE OTHER IN A NATURAL POSITION ON A "STAPLES MATTRESS" WITH SPINE STRAIGHT. YOU CAN ONLY SLEEP STRAIGHT ON A "STAPLES MATTRESS."

CALL AND INSPECT ONE.

SIZES 3 ft. 6 in., 5 ft. and 5 ft. 6 in. wide by 6 ft. 3½ in. long.

LANE, CRAWFORD & CO.

[38

BECK & CO., BREMEN.

KAISER BREWERY.

BECK'S BEER,

KEY BRAND.

$16.00

PER CASE OF 6 DOZ. PINTS.

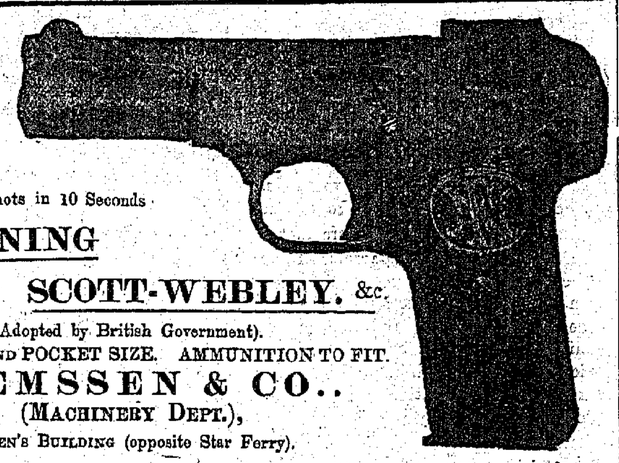
,, ,, ,, 4 ,, QUARTS.

HONGKONG AGENTS:

MacEWEN, FRICKEL & Co.,

[392

AUTOMATIC PISTOLS.



8 Shots in 10 Seconds.

BROWNING

SCOTT-WEBLEY, &c.

(Adopted by British Government).

ORDINARY AND POCKET SIZE. AMMUNITION TO FIT.

SIEMSSEN & CO.,

(MACHINERY DEPT.),

QUEEN'S BUILDING (opposite Star Ferry).

[54

NOTICE.

WE have much pleasure in announcing to our Numerous Patrons and Customers that we have Opened a NEW SILK STORE in the most up-to-date Style and Fashion at the Large and Commodious Premises No. 38 and 40, QUEEN'S ROAD CENTRAL, lately occupied by Messrs. H. Ruttonjee & Son, where we are displaying an entirely new, Handsome and Gorgeous Stock of SILK GOODS and JEWELLERY WARE of all Descriptions in a Variety of New, Elegant and Attractive Designs and Patterns.
The Stock Includes a Choice Selection of Turkish, Persian and Indian SILK CARPETS and WOOLLEN RUGS in Chaste and Elegant Patterns.
Prices Specially Reduced for Summer.
Cheapest Store in the Colony
An Early Visit Earnestly Solicited.
D. CHELLARAM.
Hongkong, 26th July, 1913. [907

GRACA & CO.

PEDDER ST. (Hongkong Hotel Building).
Dealers in
POSTAGE STAMPS, PICTORIAL POST CARDS, SEEDS, BOOKS, TOYS, &c.
JUST RECEIVED:
POSTAGE STAMP CATALOGUES FOR 1914.
Hongkong, 29th December, 1913. [1493

THE DAIRY FARM Co., LTD.

PURE, RICH AND WHOLESOME

MILK

Straight as it comes from the Cow.

The Company's Farms, Utensils and Methods are Models of Cleanliness and, in these particulars, are probably unsurpassed in the World.

[24

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE AT BOMBAY

For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Averages for 38 years,
FROM 1874 TO 1909.

PRICE $2 CASH.

On Sale at the DAILY PRESS Office or Local Booksellers.

GOOD BUILDING LAND FOR SALE

IN KOWLOON.

IN PLOTS OF ABOUT 10,000 SQUARE FEET, MORE OR LESS, TO SUIT BUYERS.

NEAR THE FERRY. PRICE REASONABLE.

FOR FULL PARTICULARS, APPLY TO—

TOBIAS HUNTER.

ESTATE AGENT,
HOTEL MANSIONS.

Hongkong, 13th January, 1914. [161

## AUCTION.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction
(FOR ACCOUNT OF THE CONCERNED),
TO-DAY (THURSDAY),
the 22nd January, 1914, commencing at 11 A.M., at their Sales Rooms, No. 8, Des Vœux Road, Corner of Ice House Street,
THE REMAINING PORTION OF THE UNSOLD STOCK OF THE LATE AMERICAN CORSET COMPANY,
Including:—SHOW CASES, &c., &c., and a Large Quantity of CLOTH and FANCY TWEED of Excellent Quality (all Wool) in Lengths suitable for Gent.'s SUITS, OVERCOATS, or Lady's Coats and Skirts,
ALSO
About 55 dozen PAIRS RUBBER HEELS, and MISCELLANEOUS GOODS.
TERMS:—As Usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 21st January, 1914. [188

## INTIMATIONS

HONGKONG HOTEL CO., LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG HOTEL COMPANY, LIMITED, will be held at the premises of that Company, Pedder Street, Victoria, in the Colony of Hongkong, on WEDNESDAY, the 28th day of January, 1914, at 12.30 o'clock in the afternoon, when the subjoined Resolution (which was proposed at and submitted to the Extraordinary General Meeting of the Company held on the 25th October, 1913, and which was passed at the Poll taken as directed at such Meeting on the 10th day of January, 1914, will be submitted for confirmation as a Special Resolution:—
That the following new Article be inserted in the Company's Articles of Association after Article 10 thereof:—
"10 A. The Company shall pay Dividend, "in respect of any existing or new Shares "of the Company, in proportion to the "amount paid up on each Share where a "larger amount is paid up on some Shares "than on others."
By Order of the Board of Directors,
J. H. TAGGART,
Acting Secretary,
HONGKONG HOTEL Co., LTD.
Dated this 12th day of January, 1914.
[157

TO THE MEDICAL PROFESSION.

MISS MORITA, CERTIFICATED MASSEUSE (with diploma in Physiology and Anatomy), will be pleased to give Massage, under medical supervision.
Address— NOMURA HOTEL,
15, 16 and 17, Connaught Road.
Telephone No. 400.
Hongkong, 2nd December, 1913. [1388

FOR SALE.

ONE SET OF SHIP'S MOORINGS with Buoy Complete, suitable for Vessels up to 2,000 tons. These Moorings are practically New.
For further particulars, apply to—
GIBSON & Co.,
Care of "Daily Press" Office.
Hongkong, 16th January, 1914. [173

FOR SALE.

A GOOD HACK, sound and quiet, 13.1 hds., colour Grey.
Apply to— "P. I.,"
Care of "Daily Press" Office.
Hongkong, 16th January, 1914. [174

STOP! LOOK! LISTEN!

RACES are Coming, and we have JUST UNPACKED for the Season:—
LADIES' FASHIONABLE SILK NECK WEAR, Best Varied Selection ever shown in Our Special Show Case.
Finest Quality, Various Designs—Handkerchiefs, Latest Style Colours, Ninons, Newes. Style Tweed and Showerproof Hats,
&c., &c., &c.
Come Early before they are Sold Out.
HOOSAIN-ALI & Co.,
1c, D'AGUILAR STREET.
Hongkong, 26th November, 1913. [87

## TO LET

TO LET.

FOUR-ROOMED HOUSES in Granville Avenue and Salisbury Avenue, Kowloon. Cheap rentals.
SHOP with GODOWN attached, Nathan Road, Kowloon. Kowloon Marine Lot No. 43, with Wharf.
Apply to—
HUMPHREYS ESTATE & FINANCE Co., LTD.,
Alexandra Buildings.
Hongkong, 12th November, 1913. [133

TO LET.

LA HACIENDA WEST, 73, THE PEAK, partially Furnished. From 1st March.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY Co., LTD.
Hongkong, 7th January, 1914. [183

TO BE LET.

"CRAIGMIN WEST," 133, Magazine Gap, for eight months from 1st March, 1914. Partly Furnished, FIVE ROOMS. Electric Light throughout. Cheap rent.
Apply to— "J. D.,"
Care of "Daily Press" Office.
Hongkong, 8th January, 1914. [132

TO LET

TO LET.

OFFICES, ROOMS, and GODOWNS, on Ground and Second Floors, No. 14, Des Vœux Road Central, the Premises now occupied by The South China Morning Post, Limited.
Possession, 1st May, 1914, or earlier.
FLATS, "WILD DELL," Wanchai Road.
"HOMESTEAD," No. 45, Peak. Immediate possession.
Apply to—
SANG KEE,
Care of COMPRADORE DEPARTMENT,
Hongkong and Shanghai Bank.
Hongkong, 28th October, 1913. [60

TO LET.

MERION, Nos. 9 and 10, PEAK, Unfurnished. 6 Rooms. Cheap rental, from 1st December, 1913. Newly Painted and Colourwashed.
ONE SMALL GODOWN in Dudde Street.
No. 3, THE ALBANY, Robinson Road.
No. 19, SHELLEY STREET.
"KELLETT CREST," No. 66, THE PEAK from 1st March, 1914, Partly Furnished.
No. 5, CAMERON VILLAS, No. 59, PEAK To Let, Furnished, for one year, from 1st May 1914,
1, CAMERON VILLAS, No. 60, PEAK To Let, Furnished, for 1 year from 1st May.
"ROGATE," Austin Road, Kowloon Unfurnished.
No. 68, PEAK, MOUNT KELLETT (Church Mission Society Bungalow), from 1st October, 1913, till 30th May, 1914. Partly Furnished. Cheap rent.

FOR SALE.

"HARTING and ROGATE," on part of Kowloon Inland Lot No. 1154.
Apply to— LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 12th January, 1914. [55

TO LET.

FIRST FLOOR of No. 4, DES VŒUX ROAD CENTRAL; suitable for Offices. Occupation from 1st March next.
Apply to—
DAVID SASSOON & Co., LTD.
Hongkong, 14th January, 1914. [167

TO LET OR FOR SALE.

GODOWNS at 98, 98A, 99 and 99A, Praya East.
Apply to—
HONGKONG, CANTON & MACAO STEAMBOAT Co., LTD.,
Hotel Mansions.
Hongkong, 4th September, 1913. [59

TO LET.

NO. 1, "DURBAR VILLAS," Kowloon.
Apply to—
SPANISH DOMINICAN PROCURATION.
Hongkong, 3rd January, 1914. [122

TO LET.

YALTA, MOUNT KELLETT (65, THE PEAK), for 6 or 7 months from April 15th, 1914, Fully Furnished. SIX ROOMS, Electric Light throughout, Croquet Lawn.
Apply to—
W. D. GRAHAM,
65, The Peak.
Hongkong, 19th December, 1913. [117

TO LET.

OFFICE in ALEXANDRA BUILDINGS.
Apply—
A. S. WATSON & Co., LTD.
Hongkong, 22nd August, 1913. [18

TO LET.

OFFICE on Third Floor of Hotel Mansions
Apply to—
HENRY HUMPHREYS
Alexandra Buildings.
Hongkong, 16th December, 1913. [36

TO LET.

SHOP, No. 12, Queen's Road Central.
No. 9, MOUNTAIN VIEW, PEAK.
2, FAIRVIEW, Nathan Road, Kowloon.
Apply to— M. J. D. STEPHENS.
Hongkong, 11th December, 1913. [57

TO LET.

FROM 1st April next, "STONEHENGE," No. 5, ROBINSON ROAD, containing 17 BED ROOMS with BATHROOMS, DRAWING ROOM, DINING ROOM and other conveniences suitable for a Boarding House.
Apply to—
DAVID SASSOON & Co., LTD.
Hongkong, 1st January, 1914. [1495

TO LET.

OFFICES in King's Building.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 1st January, 1914. [56

Butler Palmer & Co.
Wine Merchants of the East.

NAPIER - JOHNSTONE'S

"SQUARE BOTTLE!"

WHISKY.

UNVARIED FOR OVER 150 YEARS.

THE SAME TO-DAY AS IN 1745.

BEWARE OF IMITATIONS.

SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.
[63

123-41

THE NEW FRENCH REMEDY. No1 No2 No3
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Clio, British sloop, 1,070 tons, 1,400 i.h.p., Comdr. Mackenzie, Yangtse.
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Cholmer, T.B.D., 560 tons, guns 4-12 pr., i.h.p., 7,500 f.d., Lieut. H. T. England, Hongkong.
Fame, T.B.D, Lt.-Comdr. Blackman, Hongkong.
Hampshire, 10,850 tons, 21,000 f.d., 14 guns, Capt. Marcus Rowley Hill, Colombo.
Jed, T.B.D., 550 tons, guns 4-12 pr., i.h.p., 7,500 f.d., Lieut. G. F. A. Mulock, Hongkong.
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Ribble, T.B.D., 590 tons, 7,500 f.d., 6 guns, Lieut.-Comdr. Wilkinson, Hongkong.
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. J. Fleetwood-Nash, West River.
Rosario, depot ship for Submarines, 980 tons, 1,400 i.h.p., Lieut Commr. F. A. Cromie, Hongkong.
Sandpiper, river gunboat, 85 tons, 2 guns, 2,400, h.p., Lieut.-Comdr. I. A. S. Hutton.
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Woodcock, gunboat, 150 tons, 2 guns, 550 hp., Lt.-Comdr. M. B. R. Blackwood.
Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lt.-Comdr. Robin W. Lloyd.
Yarmouth, 2nd class cruiser, 4,800 tons, Capt. H. L. Cochrane, Shanghai.

### ICE-BREAKERS RE-OPEN TIENTSIN.

A Tientsin message of the 12th inst. reported the river to be open from the sea to the Bund, two ice-breakers having been working steadily for three weeks. Consequently shipping offices were advising steamers to come up to Tientsin.

On inquiry being made at the Shanghai office of the principal shipping company engaged in business with the North, it was stated, although the results achieved by the ice-breakers were very satisfactory, it was unlikely, as far as could be seen at present, that there would be a sudden influx of shipping to Tientsin.

NORTHERN FLEET OVERHAULING.

At this season of the year the shipping companies are invariably in the habit of docking and generally overhauling their fleets, and thus, even if there were a large demand for freight from and to Tientsin there would be very little of the regular tonnage available. Furthermore, it is the custom in the Northern port to dry-dock and overhaul the lighters, tugs, and pilot-boats as soon as the river closed.

It might, added the informant of the *China Press*, pay a tramp steamer or two to make their way thither to see what cargo could be picked up, but it must be borne in mind that the Chinese New Year is near at hand, which, in accordance with the custom of centuries, has already begun to put an end to business.

The average Chinese merchant possesses too conservative a nature suddenly to change all his preconceived notions, and arrange for the receipt and despatch of cargo at an unheard-of time of the year.

It must also be remembered that, so far, the season has been unusually mild, and that there is a probability of a spell of intense cold. Thus, although the ice-breakers may be able for a time to keep a passage to and from the bar open, navigation would be extremely difficult beyond that point on account of the masses of drift-ice from the Gulf.

LIGHT-SHIPS AND BUOYS.

It was not likely, also, that the Maritime Customs would again send out their light-ships and buoys this season now that they have already been removed for the winter. They must first be assured of the success of the experiment.

The ice-breakers have, of course, done invaluable work in proving at this early stage that Tientsin need no longer remain an ice-bound port, shut off from the world, during the winter months. If they succeed in keeping clear the passage till the close of winter it is certain that shipping companies and merchants alike will make the necessary changes in their plans for the winter season of 1914-15.

### THE LOST GOLF BALL.

HUMOROUS LEGAL ESSAY BY JUDGE PARRY.

The law of the lost golf ball.

Judge Parry has approached the serious subject in the present issue of the *Cornhill*, and lays down the lines upon which scientific research should proceed.

"A golf ball," he says, "is the subject of ownership, although the ownership is of a very fleeting and precarious nature. There was a school of legal thought in the fourteenth century that considered golf balls to be *ferae naturæ*, that is to say, akin to beasts and birds that are wild, such as hares, foxes, wild geese, and the like, wherein no man may claim a property.

"The germ of the idea is said to be found in the writings of Grotius, who noticed that often the flight of the golf ball was like that of the hare along the ground, that on occasion after the manner of foxes it hid itself in inaccessible holes, and that it was stuffed with the feathers of wild geese. By what later writers considered a false analogy, the early jurists considered a golf ball to have so many of the qualities of *ferae naturae* and to be so little subject to the dominion of man, that there could be no property in it in a scientific legal sense, although you might have casual possession of it before you struck it from the tee."

GROUND FOR ACTION.

There seems to be no doubt that if a man lose a golf ball and another finds it, the original owner can have an action of Trover and Conversion against the finder, and recover the value of his goods, but—

"In the Jacobean days of golf it seems t' have been clear law in the Criminal Courts that finding was keeping. Sir Edward Coke's view—and he was James I.'s Chief Justice—was that 'if one lose his own goods and another find them, though he convert them *animo furandi* to his own use, yet it is no larceny, for the first taking is lawful. So if one find treasure trove or waife or strale and convert them *ut supra*, it is no larceny both in respect of the finding and also for that *Dominus non apparet*.'"

Judge Parry, however, was not disposed to running risks, and says:—

"The next golf ball I find I shall forward to our county coroner with a petition that the Crown will be pleased to allow me the costs and expense to which I have been put in recovering and forwarding the treasure trove. We shall then be able to discover by a practical test the views of our rulers upon this important subject."

A ROYAL COMMISSION.

"This question is all too large and intricate for one mind. The matter is really of quite sufficient importance for the appointment of a Royal Commission. On it should sit six golf experts, such as Taylor, Vardon, Ray, Braid, Mr. John Ball, and Mr. Hilton; Mr. Asquith and the Chancellor of the Exchequer could not only represent the State, which has a vast interest in this unclaimed increment, but at the same time they could adequately put forward the views of the long handicap golfers who are the great contributors to treasure trove.

"I myself, if the secretaryship were to be a well paid post, would give up my spare time to this duty in the interests of the community, and I feel sure that Lord Mersey, remembering the grave interests of Hoylake and Wallasey in this matter, would for once consent to act as chairman."

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### WILL PANAMA PAY?

SHEFFIELD UNIVERSITY LECTURER'S CONCLUSIONS.

Will the Panama Canal, representing an investment of at least £80,000,000, pay its builders, and to what extent will it compete with the British route *vid* the Suez Canal to the East? Professor R. N. Rudmose Brown, D.Sc., concluding an extremely interesting lecture at Sheffield University last month, was able to re-assure those who may be concerned at the challenge to British commercial supremacy offered by the completion of this undertaking—"the most mighty feat of engineering ever known, which has broken down another of Nature's barriers between the Eastern and Western worlds, and which must prove a great work for civilisation and peace among the nations."

Dealing with the threatened competition with the Suez Canal, Professor Rudmose Brown illustrated by some interesting tables of distances and route maps the superior claims of the "All-Red route," and ventured the prediction that more than three-fourths of the trade which at present uses the Suez Canal will continue to do so, because it affords the shortest route.

Four important results would, however, accrue from the Panama Canal:—(1) The United States and Canada will certainly gain, and the canal would, in that way readjust the balance which America lost on the opening of the Suez Canal. (2) Japan would certainly gain; (3) the Pacific coast republics of South America will develop under the stimulus of the canal, which will open a much shorter route to their ports; and (4) the West Indies will emerge from their isolation and find themselves on one of the world's trade routes.

The canal would be more useful to America and American commerce than to any other nation of the world, except Japan, and would do much to make the Pacific an artery of commerce and traffic, instead of being a backwater of the Atlantic. But shortness of route was not the only consideration to be taken into account in estimating the probable use of a canal. The Suez Canal possessed the advantage of linking two thickly-populated continents, and that route went by many important ports of call, while the Panama route included comparatively few ports of call. All things considered, the lecturer concluded that the balance of advantage rested with the Suez route to the East.

ENGINEERING TRIUMPH.

Professor Rudmose Brown prefaced the descriptive part of his lecture—which was generously illustrated with many very striking photographs and drawings—with a brief history of previous enterprises from the time that Columbus set out on his search for the short-cut to the East; the unhappy venture of the French undertaking under De Lesseps, which came to a stop in 1888, when two-fifths of the work was completed at a cost of £80,000,000, was related; of this sum the Professor remarked that one-third was spent on the canal, one-third wasted, and probably the remaining third was stolen. The work of the French engineers, however, very materially assisted their American successors.

He described the tremendous difficulties encountered in carrying out so gigantic an engineering work, not only on account of the obstacles offered by a high watershed and a huge area of jungle and swamp, but by reason of its being probably the most malaria infested place in the world. Thanks, however, to the modern advance of the science of sanitation, the mischief-making mosquito had been practically cleared within a couple of years, and work could now be carried on in comparative immunity from the deadly fever which was before practically the inevitable penalty. On the work of sanitation four million pounds were spent. Then came the task of preparing for the 50,000 or 60,000 labourers engaged on the work. When the canal was completed, only about 2,500 men would be required to work it.

The Professor then took his audience on a delightful pictorial tour through the fifty miles of canal, showing the mammoth creations of the engineers at work clearing away the five million cubic yards of earth and rock for the locks, and how the Americans succeeded in "making the dirt fly" with the aid of half a million pounds of dynamite every month and colossal steam shovels that pick up from six to eight tons of earth and rock at every "bite," loading the lengthy "dirt trains" at the rate of one every two and a half minutes. Some excellent cinematograph pictures also gave a realistic impression of the work.

### ASTOUNDING EXPERIMENT.

BLOOD OF LIVING DOG ENTIRELY REMOVED.

The medical world is eagerly discussing an extraordinary experiment performed before the Federation of American Societies for Experimental Biology by three doctors from the Johns Hopkins University at Philadelphia, when the blood from a living dog was entirely removed, cleansed of impurities, and returned without interrupting a single heart-beat.

The dog was placed under the influence of ether. An incision was made in the neck and shoulder, laying bare the carotid artery and the jugular vein. One tube was connected with the artery and another with the vein.

The large gathering of scientists, says the *Mail* New York correspondent, then watched the entire blood circulation of the dog as it was propelled by the action of the animal's heart through an elaborate coil of tubes of an aggregate length of fifty feet. By the use of a salt solution through which the blood was passed, whatever impurities existed in it were removed.

While Professor Abel, who presided over the demonstration, would venture no prediction regarding its practical application to human beings, other doctors enthusiastically declared their belief that it would lead the way to operations by which uræmia (a disease characterised by the presence of certain impurities in the blood) might be cured in some persons.

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For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Chief Manager.
Hongkong, 1st July, 1911. [16

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K. TSUDZURABARA, Manager.
Hongkong, 1st May, 1913. [1272

## NAVIES OF THE DOMINIONS.

### SELF-SUPPORTING AND NOT CONTRIBUTING.

NEW ZEALAND'S NEW POLICY DISCUSSED.

"The decision of New Zealand to have a Navy of her own is not a step backward, but a step forward in imperial development.

The policy adopted by New Zealand will make the gifts of Dreadnoughts a matter of interesting history. Even while the *New Zealand*, the Dreadnought presented by the southern Dominion to the Navy, was returning home after her circle of the globe, the donors of the ship determined to come into line with Australia and, in place of supporting the British Navy by gifts of money and ships, to have a Navy of her own.

The question which necessarily arises is, what does this new departure portend? The answer has been very interestingly given by Mr. Myers, an official of the last New Zealand Cabinet.

After remarking in the manner quoted above Mr. Myers said of the policy:—"It certainly means no slackening in loyalty and no desire to escape our share of the burdens of Empire. On the contrary, we are placing greater burdens on our own shoulders. In place of contenting ourselves with the easier and cheaper plan of sending a contribution to the British Admiralty we are making ourselves responsible for our own ships. New Zealand, in the days when its people are few, is laying aright the foundations for the only possible permanent policy for the years ahead, half a century hence, when our population shall equal that of England herself.

"When, in 1909, New Zealand offered a Dreadnought to the Empire it was on the understanding that this ship should form part of the China Squadron and should visit New Zealand waters every year. We anticipated the coming of a remodelled Pacific Fleet in which New Zealand, Australia, and Canada should each be specifically represented—a fleet which would in time be strong enough to meet any demands made on it. This agreement has not been carried out. For reasons of naval strategy which everyone knows, the Admiralty resolved to centre its strength around the North Sea, and the *New Zealand* is to form part of a Gibraltar Squadron. The Mackenzie Government, fully concurring (recognising that the circumstances demanded it), agreed that the battle-cruiser should be placed in whatever position the Admiralty might determine.

"The effect of this on New Zealand itself is that to-day we find ourselves having to rely for naval protection on a Power which is now bound to England by a treaty of alliance but which may become in time by a turn in events not a protection but a menace. We are not content to leave our protection in the hands of the Japanese Fleet. Therefore we have resolved to make a start in having a navy of our own, under our own control, manned by our own people, and in time, we hope, built in our own yards. Prudent statesmanship requires that the international possibilities of, say, twenty years hence shall be anticipated as far as human political foresight permits.

"We can only make a small beginning. A nation of one million cannot start by manning Dreadnoughts. We shall probably work in harmony with Australia. Naturally this new growth of Dominion navies will be carried out on a common system for the whole Empire. Just as our land forces are trained, armed, and officered after one imperial system, making them a unit in Empire defence, so, we hope, will our navy be. There will, naturally, be an interchange of officers with the British Navy, our weapons and ammunition will be of the same type, our training, drill, and discipline will be the universal training, drill, and discipline of the Empire ships. In short, there will be a New Zealand unit of imperial naval defence, for which we make ourselves responsible and for which we pay. The full development of this policy naturally raises the question of direct representation of the Dominions on the Imperial Defence Committee.

"If New Zealand were likely to 'cut the painter,' then possibly this policy of a navy of her own might be dangerous. But does anyone regard this as possible? If so, he does not know New Zealand. People at home must recognise that, while there is a growing desire on the part of the Dominions to assume their share of imperial defence, there is a growing feeling against placing all the responsibility, the power, and the work in the hands of the authorities in London. You can best ensure the permanent co-operation of the Dominions by basing it on national sentiment. This national sentiment, in New Zealand, in Australia, in Canada and elsewhere, is the very corner-stone of Empire growth. Just as local pride and local rivalry between towns help the growth of a country, so national sentiment can be used for the growth of Empire. I live in Auckland. Between Auckland and Wellington there is constant friendly emulation. Each tries to surpass the other. New Zealand benefits. So you must recognise in England that the national spirit of the new lands of the Empire is not only inevitable but, rightly directed, can be made the sure basis of imperial security and prosperity.

"What is the use of a small people, a nation of a million like New Zealand, attempting to build a navy of her own? you ask. New Zealand does not stand alone in the defence of the Pacific. Australia had laid the foundations of her fleet, and Canada is bound to have her ships. And if a conflict on the Pacific should come, a possibility of the future which we recognise, the fleets of the three British Dominions would not stand by themselves. The visit of the American Fleet to New Zealand waters has been interpreted, probably rightly, to mean that if our white peoples are attacked the United States will take her place alongside of us.

"The Pacific will in he future be the straining point of world peace, as the North Sea is now. It is for us members of the Empire in the Pacific to see to it that we are prepared to meet whatever may arise. That is what we desire to do. Our action will help the naval position of the whole Empire. Take shipbuilding, for instance. It will no longer, in the future, be a case of relying on British yards alone. If England has Italian and German and Austrian yards building against her, she will have New Zealand and Australian and Canadian yards building ships for her side."

The great need of New Zealand at the present time, Mr. Myers declared, is settlers of the right type. People with families who know something of country life can land in New Zealand with £500 with every assurance for the future.

## IS THE TANGO IMMORAL?

### BRITISH SOCIETY HOSTESSES ON THE CRAZE.

The Duchess of Norfolk, the Countess of Dundonald, Lady De Ramsey, Lady Helmsley, and a number of other well-known ladies have vigorously condemned the tango, and declared that they would not allow it to be danced in their houses.

The *Gentlewoman* includes opinions on the tango from a number of prominent hostesses in an article entitled "The Dance of Moral Death." Here are some of the opinions:—

The Duchess of Norfolk.—In my opinion such dances are not desirable, for the tango in itself and in the comments that it leads to is surely foreign to our English nature and ideals, of which I hope we are still proud.

The Countess of Dundonald.—I think the usual dances are more suitable for English ballrooms.

The Countess of Coventry does not think it desirable that the tango should be danced at social functions.

Viscountess Castlereagh.—As I do not entertain in London, I have not formed any opinion in regard to the tango. I have never seen it danced in England, but conclude that it is just a passing craze which will soon die out.

Viscountess Templetown.—I am happy to say I have never seen the tango danced, and having regard to the many photographs, etc., which are supposed to set forth its attractions, I am in great hopes that I never may see it!

Lady Helmsley.—I think it is a great pity that the old Spanish dance, the tango—quite graceful in its original form—should in the course of its indirect introduction to our country have acquired so many of the nigger dance characteristics now associated with it. I am sure it will never be taken up seriously as a ballroom dance.

Lady Clavel ouse Graham is quite of the same opinion as those who have already given their adverse opinion to the tango.

Lady Layland-Barratt.—I consider it an immodest and suggestive dance altogether, impossible for any girl of refinement or modesty.

Lady Beatrice Wilkinson.—Never having seen the tango danced, I am not in a position to give an opinion. If, however, it is anything like the horrible dances of negroid origin which have for the moment ruined English ballrooms, I very strongly object to it.

Florence Lady Lacon does not consider the tango a graceful dance, although when very well done it need not be at all objectionable. It would be a pity were it to become popular in our English ballrooms.

Lady de Ramsey.—I strongly disapprove of the tango, and would never let it be danced in my house.

Lady Ninian Crichton-Stuart.—I think the modern mania for extraordinary dances has become quite ridiculous.

THE QUEEN'S DISAPPROVAL.

The *Gentlewoman* in its article says:—In common with many leaders of society in Paris and Berlin, certain English hostesses rushed in unthinkingly and accepted the tango as de rigueur for the season.

Then came Queen Mary's emphatically expressed disapproval, followed by the Kaiser's decree to the officers of both services to avoid families where the tango is danced.

How strongly her Majesty felt in regard to the matter may be gauged from the fact that the Duchess of Devonshire, Mistress of the Robes, was desired to make it perfectly clear that nothing in the nature of the tango would be countenanced at either of the private dances given while the King and Queen were staying at Chatsworth.

Moreover, it has also been clearly intimated to those who are likely to be the Queen's hostesses in the near future that she could not consent to visit any house where such performances were allowed to take place.

We have been very cleverly duped. The dance which we have accepted as the Argentine tango—without even knowing what the Argentine tango was—does not even possess the doubtful virtue of being what it purports to be. It is merely the spurious and foolish outcome of many vain attempts to Anglicise something which, diametrically opposed as it is to our national temperament, cannot be Anglicised.

Is it not time, therefore, to call a halt? The tango stands doomed, and it is to be hoped is now only wriggling wildly through its final contortions.

Healthy pleasures have at all times met with our acceptance as a nation, but the tango will remain foreign to the English character in all senses of the word; and, such being the case, we are, by dancing it, making ourselves laboriously grotesque to no end. Need more be said to emphasise the deleterious effect of this dance, which cannot more truthfully be described than as "The Dance of Moral Death"?


MARTIN'S
APIOL & STEEL PILLS
for Ladies
A French Remedy for all Irregularities. Thousands of Ladies always keep a box of Martin's Pills in the house, so that on the first sign of any irregularity of the system a timely dose may be administered. Those who use them never demand them, however, on their own responsibility. All Chemists and Stores can obtain them through the Wholesale Depots. Price 6s. per box. MARTIN, Chemist, Southampton, Eng.

# If Disease Germs were *Visible!*

What panic-fear would arise if we could *see*, with the naked eye, what only the microscope shows us—namely, the germs which cause such dread infectious diseases as Cholera, Typhoid Fever, Diphtheria, Influenza, Consumption, and Scarlet Fever.

We should see millions of these disease germs floating in the air—lurking in public telephones, in public vehicles, in all crowded, stuffy places—drifting into the mouth and throat, and passing from one person to another.

We constantly inhale these germs without taking harm, because the healthy body has natural powers of destroying them. But if we are "run down" these powers may fail us. Then the germs grow and multiply rapidly in the mouth and throat, and lay us low with some infectious disease.

Against these invisible foes, Science has given us a sure defence in Formamint Tablets, which cleanse the mouth cavity from germ growths as easily and pleasantly as dirt is removed from the skin.

**Avoid Infectious Diseases by Sucking**

# Wulfing's Formamint,

*The Germ-killing Throat Tablet.*

The habit of sucking a few of these palatable tablets every day keeps your mouth and throat in a thoroughly healthy state—protects you against the constant risks of infection—and cures such common germ ailments as Sore Throat, Foul Breath, and Mouth Troubles. Send the coupon to-day for a Free Booklet which tells you all about Formamint. It fully explains the germ theory of disease, and contains abundant medical and lay evidence of the value of Formamint.

**The Physician-in-Charge of Turkish Hospitals** under British auspices during the war, 1912-13, writes: "I would like you to know that during the war in Turkey I had a few of your bottles of Formamint always in my pocket, and when engaged with Cholera cases, invariably kept sucking the tablets. Where we had to deal with numbers of Gangrene cases, and the nurses and other assistants suffered with septic throats, I invariably made them suck Formamint, and with great benefit. We all swore by them, and I am personally grateful to you."

When buying Formamint, specify Wulfing's Formamint, as that is the only genuine kind. There are many imitations of Formamint, but none which have the same composition and properties. Wulfing's Formamint is a new chemical compound, and as such is manufactured by a fully-protected process.

Formamint is sold by all Chemists, in bottles of 50 tablets.

Free Booklet.
A. Wulfing & Co., 6, Kiukiang Road, Shanghai.
Please send me a Free Copy of your Booklet on Sore Throat.
Name.....
Address.....
F. 11196.


## VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *Persia*, with the United States mail, sailed from Yokohama for Hongkong, via Manila on the 20th January, and is due to arrive at this port on the 29th January.

THE AUSTRALIAN MAIL.

The E. & A. str. *Empire* left Sydney on the 7th January, for this port (via Queensland Ports, Port Darwin, Timor, and Manila), and may be expected to arrive here on or about 31st January.

The I.G.M. str. *Prinz Waldemar* left Sydney on the 10th January, at 11 a.m., and may be expected here on or about the 2nd February.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of Asia* left Shanghai on the 20th January, and is due to arrive here to-day, at 2 p.m.

THE GERMAN MAIL.

The I.G.M. str. *Gochen*, carrying the German mails, with dates from Berlin of the 24th December, left Singapore on the 17th January, at 10 p.m., and, as per wireless message received via Sabang, may be expected here on or about the 22nd January, at 2 p.m.

MERCHANT STEAMERS.

The I.G.M. str. *Prinz Sigismund* left Kuchinotsu on Sunday, the 18th January, a.m., and may be expected here on or about Thursday, the 22nd January, at daylight.

The str. *Arratoon Apcar*, from Shanghai and Kobe, left Moji on the 18th January, and may be expected here on or about the 23rd January, a.m.

The str. *Torilla*, from Calcutta, left Singapore on the 17th January, and may be expected here on or about the 23rd January, a.m.

The N.Y.K. str. *Kanagawa Maru* (Calcutta Line) left Moji for this port on the 18th January, and is expected here on the 23rd January.

The N.P.K. str. *Bombay Maru* (Bombay Line) left Bombay for this port on the 7th January, and is expected here on the 25th January.

The N.Y.K. str. *Kamo Maru* (European Line) left London for this port via ports on the 17th January, and is expected here on the 25th February.

The N.Y.K. str. *Miyasaki Maru* (European Line) left Moji for this port via Shanghai on the 19th January, and is expected here on the 26th January.

The P. & O. str. *Nore* left Singapore for this port on the 20th January, at 6.30 a.m., and is due here on the 25th January, at about 6 a.m.

The N.Y.K. str. *Inaba Maru* (Bombay Line) left Kobe for this port via Moji on the 20th January, and is expected here on the 27th January.

The N.Y.K. str. *Ceylon Maru* (Calcutta Line) left Calcutta for this port on the 9th January, and is expected here on the 28th January.

The Danish str. *Indien* left Port Said on the 10th January, and may be expected here on or about the 1st February.

The N.Y.K. str. *Colombo Maru* (Bombay Line) left Bombay for this port via Singapore on the 14th January, and is expected here on the 1st February.

The N.Y.K. str. *Tamba Maru* (American Line) left Yokohama for this port via ports on the 19th January, and is expected here on the 1st February.

The N.Y.K. str. *Kamakura Maru* (Bombay Line) left Bombay for this port via Singapore on the 18th January, and is expected here on the 5th February.

The N.Y.K. str. *Kumano Maru* (Australian Line) left Melbourne for this port via ports on the 14th January, and is expected here on the 9th February.

The N.Y.K. str. *Katori Maru* (European Line) left London for this port via ports on the 3rd January, and is expected here on the 11th February.

The N.Y.K. str. *Aki Maru* (American Line) left Seattle for this port via ports on the 13th January, and is expected here on the 15th February.

The Barber Line str. *Satsuma* sailed from New York on the 14th January for Hongkong.

INDO-CHINA STEAM NAVIGATION CO., LTD.

*Loisang*, from Calcutta, is due in Hongkong 1st February.

*Hangsang*, from Shanghai, is due in Hongkong 25th January.

SHIRE LINE, LIMITED.

*Lennacher*, from Tacoma, is due in Hongkong 28th January.

*Cardiganshire*, from London, passed the Canal 2nd January, is due in Hongkong 2nd February.

## NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of "Daily Press" are on Sale daily at the following Stores:—KOWLOON BOOK STALL, Ferry Wharf. Messrs. HUNG CHEONG, Haiphong Hard

## NOTICES TO CONSIGNEES

EAST ASIATIC COMPANY, LIMITED, COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"ANNAM,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 9.30 A.M.

All Claims must reach us before the 30th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

MELCHERS & Co.,
Agents.

Hongkong, 16th January, 1914. [179

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DEVANHA,"

Arrived Hongkong on 16th January, 1914, From BOMBAY, COLOMBO and STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. "Maloga" and "Nellore."
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 A.M. on Mondays and Thursdays. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 16th January, 1914. [1

From EUROPE.

THE H.A.L. Steamship

"O. J. D. AHLERS,"

Capt. H. Frericks, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Hongkong and/or Kowloon, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given To-day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 24th inst., at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:
Ex s.s. "Suzanne et Marie" from Bordeaux.
Ex s.s. "Kong Ring" from Christiania.
Ex s.s. "Albania" from Gothenburg.
Ex s.s. "Farl" from Abus.
Ex s.s. "Jelo" from Drammen.
Ex s.s. "Albanis." from Göteborg.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 19th January, 1914. [183

GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

From MIDDLESBRO', IMMINGHAM, LONDON and SINGAPORE.

THE Steamship

"GLENFARG,"

Captain H. J. Henderson, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Saturday, 24th inst., at 10 A.M.

All Claims must be presented within Fifteen Days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 19th January, 1914. [184

ON SALE.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, January to June 1913. With Index. Price $7.50.

On Sale at the "Hongkong Daily Press" Office.

Hongkong, 30th July, 1913.

## WEATHER REPORT.

On the 21st at 10.50 a.m.—Pressure has increased slightly along the coast of China, and from the Philippines to S. Japan and Korea. It has decreased slightly from the Bonins to N. Japan.

The anti-cyclone is still central to the north of the Yangtze Valley.

Strong to fresh monsoon is indicated along the east coast of China and over the northern portion of the N. China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

| District. | Forecast. |
|---|---|
| * Hongkong & Neighbourhood | |
| Formosa Channel ... ... | N.E. gale. |
| South coast of China between Hongkong and Lamocks. | The same as No. 1. |
| South coast of China between Hongkong and Hainan... | The same as No. 1. |

* E. winds, strong to moderate; fine.

## CHINA COAST METEOROLOGICAL REGISTER.

21st January, 1914, A.M.

| Station. | Hour. | Barometer at Sea Level. | Temperature. | Humidity. | Wind Direction. | Wind Force. | Weather. |
|---|---|---|---|---|---|---|---|
| Vladvostock ... | 7 a. | 30.36 | 2 | — | — | 0 | b |
| Nemuro ..... | 6 a. | 30.01 | — | — | SW | 4 | — |
| Hakodate ..... | „ | 30.09 | — | — | NW | 2 | — |
| Tokio ..... | „ | 29.99 | — | — | NNE | 1 | — |
| Kochi ..... | „ | — | — | — | SW | 1 | — |
| Nagasaki ..... | „ | 30.25 | — | — | NW | 2 | — |
| Kagoshima ... | „ | 30.25 | — | — | NNE | 1 | — |
| Oshima ..... | „ | 30.20 | — | — | NNE | 3 | — |
| Naha ..... | „ | 30.23 | — | — | N | 5 | — |
| Ishi'jma ..... | „ | 30.21 | — | — | NE | 6 | — |
| Bonin Is. ..... | „ | 30.01 | — | — | — | 0 | — |
| Chefoo ..... | „ | — | — | — | — | — | — |
| Weihaiwei ... | „ | 30.47 | 27 | 89 | NNW | 4 | — |
| Hankow ..... | „ | — | — | — | — | — | — |
| Ichang ..... | „ | — | — | — | — | — | — |
| Kiukiang ..... | „ | — | — | — | — | — | — |
| Changsha ..... | „ | — | — | — | — | — | — |
| Shanghai ..... | „ | 30.49 | 26 | — | N | 1 | b |
| Gutzlaff ..... | „ | 30.38 | 35 | — | N | 3 | c |
| Sharp Peak ... | 7 a. | 30.34 | 55 | — | ENE | 5 | c |
| Amoy ..... | 6 a. | 30.26 | 54 | 61 | ESE | 2 | b |
| Swatow ..... | „ | 30.26 | 54 | 74 | NE | 2 | b |
| Taihoku ..... | 5 a. | 30.29 | — | — | E | 4 | — |
| Taichu ..... | „ | 30.19 | — | — | — | 0 | — |
| Tainan ..... | „ | 30.19 | — | — | N | 2 | — |
| Koshun ..... | „ | 30.13 | — | — | NE | 10 | — |
| Pescadores ... | „ | 30.19 | — | — | NE | 10 | — |
| Canton ..... | 6 a. | 30.19 | 60 | 88 | E | 1 | c |
| Hongkong ... | 6 a. | 30.19 | 61 | 77 | E | 5 | c |
| Gap Rock ..... | „ | 30.14 | — | — | E | 6 | c |
| Macao ..... | „ | 30.14 | 61 | — | SE | 4 | c |
| Wuchow ..... | 9 a. | — | — | — | — | — | — |
| Hoihow ..... | „ | — | — | — | — | — | — |
| Pakhoi ..... | „ | — | — | — | — | — | — |
| Phulien ..... | 6 a. | 30.09 | 64 | — | E | 4 | c |
| Tourane..... | „ | 30.06 | 68 | — | SE | 2 | c |
| Cape St. James | „ | 29.96 | 73 | — | ENE | 5 | c |
| Aparri ..... | „ | 30.03 | 67 | — | ENE | 2 | c |
| Manila ..... | „ | 29.99 | 64 | — | — | 0 | b |
| Legaspi ..... | „ | 29.99 | 75 | — | N | 2 | o |
| Iloilo ..... | 9 a. | 29.99 | 79 | — | NE | 1 | b |
| Bacolod ..... | „ | — | — | — | NW | 4 | o |
| Cebu ..... | „ | 29.97 | 80 | — | — | 1 | r |
| Labuan ..... | „ | — | — | — | — | — | — |

T. F. Claxton, *Director.*

1 Barometer, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

6 State of Weather, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squall, r rain, s snow, t thunder, v visibility, w dew (wet)

7 Rain in inches, t tenths and hundredths

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, January 21st

| | Previous Day at 2 p.m. | On Date at 6 a.m. | On Date at 2 p.m. |
|---|---|---|---|
| Barometer ..... | 30.14 | 30.19 | 30.17 |
| Temperature ... | 66 | 61 | 62 |
| Humidity..... ... | 59 | 77 | 72 |
| Wind Direction ... | East | East | East |
| „ Force ..... | 3 | 5 | 4 |
| Weather ..... | c | o | c |
| Rain ..... | — | 0.00 | — |

Highest open air Temperature on 20th ...67

Lowest open air Temperature on 20th ...59

## NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENGLOE,"

From MIDDLESBRO, LONDON and STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 20th January, 1914. [187

## VESSELS ON THE BERTH

THE AMERICAN & MANCHURIAN LINE.
(BUCKNALL STEAMSHIP LINES, LTD.)

THE Steamship

"KAFUE,"

Captain Leslie, will be despatched from Hongkong TO-MORROW, 23rd January for BOSTON AND NEW YORK
(With liberty to call at Malabar Coast).
For freight and further particulars, apply to—
THE BANK LINE, LTD.,
Agents.
Hongkong, 10th January, 1914. [153

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"DEVANHA,"

Captain W. R. Hickey, carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on SATURDAY, the 31st January, 1914, at NOON, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MOREA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay and transhipped to s.s. "CALEDONIA," due in London on the 13th March, 1914.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 19th January, 1914. [1

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "ERROLL" ...On or about 14th Feb.

For Freight and further information, apply to—
DODWELL & Co., LTD.,
Agents.
Hongkong, 21st January, 1914. [159

HONGKONG TIDE TABLE.

From 22nd to 28th January, 1914

| Days of Week | Days of Month | High Water H'kong. Mean Time | Height | Low Water H'kong. Mean Time | Height |
|---|---|---|---|---|---|
| | | h. m. | ft. n. | h. m. | ft. in. |
| Thurs. | 22 | m 7 50 | 4 2 | m 1 11 | 1 8 |
| | | 6 7 a | 7 0 | m 11 26 | 3 8 |
| Fri. | 23 | m 9 16 | 4 2 | m 2 10 | 1 2 |
| | | 7 0 a | 7 3 | 0 13 a | 3 9 |
| Satur. | 24 | m 10 4 | 4 2 | m 2 54 | 0 8 |
| | | 7 51 a | 7 6 | 1 1 a | 3 9 |
| Sun. | 25 | m 10 38 | 4 2 | m 3 31 | 0 6 |
| | | 8 36 a | 7 7 | 1 49 a | 3 7 |
| Mon. | 26 | m 11 4 | 4 2 | m 4 6 | 0 6 |
| | | 9 16 a | 7 8 | 2 36 a | 3 5 |
| Tues. | 27 | m 11 29 | 4 2 | m 4 40 | 0 6 |
| | | 9 53 a | 7 6 | 3 21 a | 3 4 |
| Wed. | 28 | m 11 53 | 4 3 | m 5 13 | 0 8 |
| | | 10 26 a | 7 3 | 4 2 a | 3 2 |

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE

AT HONGKONG

FOR

DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 TO 1909;

ALSO

RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other Useful Information.

PRICE: $1 Cash.

On Sale at the "DAILY PRESS" Office or Local Booksellers.

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.
1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

| DESTINATION. | VESSEL'S NAMES. | FLAG & RIG | BERTH. | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|---|---|---|---|---|---|---|
| LONDON VIA USUAL PORTS OF CALL | DEVANHA | Brit. str. | — | W. R. Hickey | P. & O. S. N. Co. | On 31st inst., at Noon. |
| LONDON & ANTWERP | MONMOUTHSHIRE | Brit. str. | — | | JARDINE, MATHESON & Co., LD. | On 3rd Feb. |
| LONDON & ANTWERP VIA SINGAPORE, &c. | NANKIN | Brit. str. | — | Owen Jones, R.N.R. | P. & O. S. N. Co. | About 4th Feb. |
| LONDON VIA PLYMOUTH | GLENEARG | Am. str. | — | W. J. Henderson | SHEWAN, TOMES & Co. | About 2 th Feb. |
| MARSEILLES VIA SAIGON, S'PORE, COLOMBO, PORT SAID | DUMBEA | Fren. str. | — | | MESSAGERIES MARITIMES | On 27th inst. |
| MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &C | MIYASAKI MARU | Jap. str. | — | Soyeda | NIPPON YUSEN KAISHA | On 28th inst., at D'light. |
| MARSEILLES, HAVRE & HAMBURG, &C. | ANDALUSIA | Ger. str. | k. w. | Helfer | HAMBURG-AMERIKA LINIE | On 8th Feb. |
| MARSEILLES, HAMBURG & ANTWERP, &C. | SUEVIA | Ger. str. | k. w. | Dehnicke | HAMBURG-AMERIKA LINIE | On 26th Feb. |
| MARSEILLES, DUNKIRK, A'WERP, R'DAM & BREMEN &C. | MARK | Ger. str. | — | | MELCHERS & Co. | Middle of Mar. |
| HAVRE, EMDEN & HAMBURG, &C. | SILESIA | Ger. str. | k. w. | Christiansen | HAMBURG-AMERIKA LINIE | On 25th inst. |
| HAVRE, BREMEN & HAMBURG, &C. | O. J. D. AHLERS | Ger. str. | k. w. | Feorichs | HAMBURG-AMERIKA LINIE | On 21st Feb. |
| ROTTERDAM, HAMBURG & ANTWERP, &C. | PREUSSEN | Ger. str. | k. w. | Luebcke | HAMBURG-AMERIKA LINIE | On 13th Feb. |
| VICTORIA, B.C., & TACOMA VIA JAPAN, &C. | CHICAGO MARU | Jap. str. | — | I. Goto | OSAKA SHOSEN KAISHA | To-day, at 1 P.M. |
| VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &C. | SHIDZUOKA MARU | Jap. str. | — | Irizawa | NIPPON YUSEN KAISHA | On 27th inst., at Noon. |
| VICTORIA, B.C., & TACOMA VIA SHANGHAI, &C | CANADA MARU | Jap. str. | — | H. Yamamoto | OSAKA SHOSEN KAISHA | On 4th Feb., at 1 P.M. |
| VICTORIA, VANCOUVER, SEATTLE, TACOMA & P'LAND. | CARDIGANSHIRE | Brit. str. | — | | JARDINE, MATHESON & Co., LD. | About 5th Feb. |
| VICTORIA, VANCOUVER, SEATTLE & PORTLAND | SAXONIA | Ger. str. | k. w. | Neumann | HAMBURG-AMERIKA LINIE | On 6th Feb. |
| NAPLES, GENOA, ALGIERS, LISBON, SOUTHAMPTON | PRINZ LUDWIG | Ger. str. | — | F. von Binzer | MELCHERS & Co. | On 3rd Feb., at 10 A.M. |
| TRIESTE, FIUME, VENICE VIA SINGAPORE, &C., | CHINA | Ass. str. | — | | SANDER, WIELER & Co. | About 2nd Feb. |
| TRIESTE, via SINGAPORE, PENANG, COLOMBO, &C. | BOHEMIA | Aus. str. | — | | SANDER, WIELER & Co. | On 15th Feb., at 4 P.M. |
| BOSTON & NEW YORK | KAFUE | Am. str. | — | Leslie | THE BANK LINE LTD. | To-morrow. |
| NEW YORK | ERROLL | Brit. str. | — | | DODWELL & Co., LTD. | About 14th Feb. |
| VANCOUVER VIA SHANGHAI, JAPAN, &C. | EMPRESS OF INDIA | Brit. str. | 2 m. | | CANADIAN PACIFIC R. Co. | On 5th Feb., at Noon. |
| VANCOUVER VIA SHANGHAI, JAPAN, &C. | MONTEAGLE | Brit. str. | 2 m. | F. L. Davison | CANADIAN PACIFIC R. Co. | On 8th Apr., at Noon. |
| SAN FRANCISCO VIA SHANGHAI & JAPAN, &C. | MONGOLIA | Am. str. | — | | PACIFIC MAIL S.S. Co. | On 27th inst., at 1 P.M. |
| SAN FRANCISCO VIA MANILA & JAPAN, &C. | PERSIA | Am. str. | — | | PACIFIC MAIL S.S. Co. | On 7th Feb., at Noon. |
| SAN FRANCISCO VIA MANILA & JAPAN, &C. | HONGKONG MARU | Jap. str. | — | S. Togo | TOYO KAISEN KAISHA | On 10th Feb., at Noon. |
| AUSTRALIAN PORTS VIA MANILA | PRINZ SIGISMUND | Ger. str. | — | A. Hurtzig | MELCHERS & Co. | On 24th inst., at 9 A.M. |
| AUSTRALIAN PORTS VIA MANILA | ALDENHAM | Brit. str. | — | | GIBB, LIVINGSTON & Co. | On 30th inst., at 10 A.M. |
| AUSTRALIAN PORTS VIA MANILA | NIKKO MARU | Jap. str. | — | R. Takeda | NIPPON YUSEN KAISHA | On 11th Feb., at Noon. |
| MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN | KIYO MARU | Jap. str. | — | | TOYO KISEN KAISHA | On 3rd Feb. |
| JAPAN | TJILIWONG | Dut. str. | — | | JAVA-CHINA-JAPAN LIJN | Quick despatch |
| YOKOHAMA & KOBE via SHANGHAI | VORWAERTS | Aus. str. | — | | SANDER, WIELER & Co. | About 31st inst. |
| KOBE & YOKOHAMA | HIRANO MARU | Jap. str. | — | H. Fraser | NIPPON YUSEN KAISHA | On 29th inst., at 11 A.M. |
| KOBE | PRINZ WALDEMAR | Ger. str. | — | O. Jurany | MELCHERS & Co. | About 3rd Feb. |
| NAGASAKI, KOBE & YOKOHAMA | KUMANO MARU | Jap. str. | — | M. Winckler | NIPPON YUSEN KAISHA | On 11th Feb., at 11 A.M. |
| SHANGHAI | ANHUI | Brit. str. | 1 m. | J. R. Harris | BUTTERFIELD & SWIRE | To-day, at 4 P.M. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | GOEBEN | Ger. str. | — | A. Ahlborn | MELCHERS & Co. | About 22nd inst. |
| SHANGHAI & TSINGTAU | CHENAN | Brit. str. | 1 m. | L. Jones | BUTTERFIELD & SWIRE | On 24th inst., at M'night. |
| SHANGHAI, KOBE & YOKOHAMA | MAGELLAN | Fren. str. | — | | MESSAGERIES MARITIMES | On 26th inst. |
| SHANGHAI, MOJI & KOBE | BOMBAY MARU | Jap. str. | — | Tozawa | NIPPON YUSEN KAISHA | On 27th inst. |
| SHANGHAI, MOJI, KOBE & YOKOHAMA | NORE | Brit. str. | — | D. Asbury | P. & O. S. N. Co. | About 27th inst. |
| SHANGHAI, KOBE & MOJI | TORILLA | Brit. str. | — | C. J. Swanson, R.N.R. | DAVID SASSOON & Co., LTD. | On 28th inst. |
| SHANGHAI, KOBE & YOKOHAMA | SERZIA | Ger. str. | k. w. | Hennecke | HAMBURG-AMERIKA LINIE | On 28th inst. |
| SHANGHAI | LUCHOW | Brit. str. | 1 m. | J. Meathral | BUTTERFIELD & SWIRE | On 29th inst., at 4 P.M. |
| SHANGHAI, KOBE & YOKOHAMA | CEYLON MARU | Jap. str. | — | Noguchi | NIPPON YUSEN KAISHA | On 30th inst. |
| SHANGHAI | CHINA | Brit. str. | — | C. H. S. Tocque, R.N.R. | P. & O. S. N. Co. | About 30th inst. |
| SHANGHAI & TSINGTAU | YINGCHOW | Brit. str. | 1 m. | | BUTTERFIELD & SWIRE | On 31st inst., at M'night. |
| SHANGHAI | BOHEMIA | Aus. str. | — | | SANDER, WIELER & Co. | On 1st Feb., at 6 A.M. |
| SHANGHAI | HANGSANG | Brit. str. | — | Spencer Wilde | JARDINE, MATHESON & Co., LD. | On 3rd Feb., at D'light. |
| SHANGHAI | SHAOHSING | Brit. str. | 1 m. | | BUTTERFIELD & SWIRE | On 3rd Feb., at Noon. |
| SHANGHAI, KOBE & MOJI | LAISANG | Brit. str. | — | E. J. Tadd | JARDINE, MATHESON & Co., LD. | On 5th Feb., at D'light. |
| SHANGHAI, YOKOHAMA, KOBE & MOJI | YEDDO | Swed. str. | — | | ARTHUR NILSSON & Co. | Beginning of March. |
| SHANGHAI | TJITAROEM | Dut. str. | — | | JAVA-CHINA-JAPAN LIJN | Quick despatch. |
| FOOCHOW VIA SWATOW & AMOY | KAIJO MARU | Jap. str. | — | Y. Yamamoto | OSAKA SHOSEN KAISHA | On 23th inst., at Noon. |
| ANPING & TAKAO VIA SWATOW & AMOY | SOSHU MARU | Jap. str. | — | K. Tashiro | OSAKA SHOSEN KAISHA | On 4th Feb., at 8 A.M. |
| TAMSUI VIA SWATOW & AMOY | DAIJIN MARU | Jap. str. | — | K. Murakami | OSAKA SHOSEN KAISHA | On 25th inst., at 10 A.M. |
| SWATOW, AMOY & FOOCHOW | HAIYANG | Brit. str. | 2 h. | A. E. Hodgins | DOUGLAS LAPRAIK & Co. | To-morrow, at 11 A.M. |
| SWATOW | HAIMUN | Brit. str. | 2 h. | J. W. Evans | DOUGLAS LAPRAIK & Co. | On 29th inst., at 11 A.M. |
| SWATOW, AMOY & FOOCHOW | HAICHING | Brit. str. | 2 h. | W. C. Passmore | DOUGLAS LAPRAIK & Co. | On 30th inst., at 11 A.M. |
| MANILA, MANGARIN, CEBU & ILOILO | ZAFIRO | Am. str. | — | F. S. McMurray | SHEWAN, TOMES & Co. | To-day, at 4 P.M. |
| MANILA | TUENSANG | Brit. str. | — | P. H. Rolfe | JARDINE, MATHESON & Co., LD. | On 24th inst., at 2 P.M. |
| MANILA, CEBU & ILOILO | TAMING | Brit. str. | 1 m. | Pennefather | BUTTERFIELD & SWIRE | On 28th inst., at 4 P.M. |
| MANILA | LOONGSANG | Brit. str. | — | W. G. G. Leask | JARDINE, MATHESON & Co., LD. | On 31st inst., at 2 P.M. |
| MANILA, MANGARIN, CEBU & ILOILO | RUBI | Am. str. | — | J. Miller | SHEWAN, TOMES & Co. | On 31st inst., at 4 P.M. |
| BATAVIA, CHERIBON, SAMARANG, &c. | TJIMAHI | Dut. str. | — | | JAVA-CHINA-JAPAN LIJN | Quick despatch. |
| BOMBAY VIA SINGAPORE & COLOMBO | INABA MARU | Jap. str. | — | Shinohe | NIPPON YUSEN KAISHA | On 29th inst. |
| BOMBAY via S'PORE, PORT S'HAM, PENANG & COLOMBO | ANNAN MARU | Jap. str. | — | | OSAKA SHOSEN KAISHA | On 3rd Feb., A.M. |
| SINGAPORE, PENANG & CALCUTTA | YATSHING | Brit. str. | — | R. Y. Anderson | JARDINE, MATHESON & Co., LD. | On 24th inst., at Noon. |
| SINGAPORE, PENANG, & CALCUTTA | ARRATOON APCAR | Brit. str. | — | Walker | DAVID SASSOON Co., LTD. | On 24th inst. |
| SINGAPORE, PENANG, RANGOON & CALCUTTA | KANAGAWA MARU | Jap. str. | — | M. Machida | NIPPON YUSEN KAISHA | On 24th inst. |
| SINGAPORE, PENANG & CALCUTTA | KUTSANG | Brit. str. | — | Bradley | JARDINE, MATHESON & Co., LD. | On 9th Feb., at 2 P.M. |
| JESSELTON, KUDAT & SANDAKAN | BORNEO | Ger. str. | — | J. Koehler | MELCHERS & Co. | On 4th Feb., at 9 A.M. |
| HAIPHONG | HUICHOW | Brit. str. | 1 m. | G. Hooker | BUTTERFIELD & SWIRE | On 24th inst., at 10 A.M. |

# CANADIAN PACIFIC
## ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

| To VANCOUVER | | | | | | | To L'POOL | |
|---|---|---|---|---|---|---|---|---|
| STEAMERS | Hongkong | S'hai *Woosung* | Nagasaki | Kobe | Yokohama | Vancouver | St. John N.B. | Liverpool |
| | Leave | Leave | Leave | Leave | Leave | Arrive | Leave | Arrive |
| EMPRESS OF INDIA | Thurs. 5 Feb. | 8 Feb. | 10 Feb. | 12 Feb. | 14 Feb. | 26 Feb. | 4 Mar. | 11 Mar. |
| EMPRESS OF ASIA | Thurs. 19 Feb. | 22 Feb. | 23 Feb. | 25 Feb. | 27 Feb. | 8 Mar. | 14 Mar. | 21 Mar. |
| EMPRESS OF JAPAN | Thurs. 5 Mar. | 8 Mar. | 10 Mar. | 12 Mar. | 14 Mar. | 26 Mar. | 1 Apr. | 8 Apr. |
| EMPRESS OF RUSSIA | Thurs. 19 Mar. | 22 Mar. | 23 Mar. | 25 Mar. | 27 Mar. | 5 April | 11 April | 18 April. |
| MONTEAGLE | Thurs. 8 April. | 11 April. | Moji 15 April. | 15 April | 18 April. | 2 May. | — | — |

| From L'POOL | | From VANCOUVER | | | | | |
|---|---|---|---|---|---|---|---|
| Liverpool | St. John, N.B. | STEAMERS | Vancouver | Yokohama | Kobe | Nagasaki | S'hai *Woosung* | Hongkong |
| Leave | Arrive | | Leave | Arrive | Arrive | Arrive | Arrive | Arrive |
| 3 Jan. | 10 Jan. | EMPRESS OF JAPAN | 15 Jan. | 29 Jan. | 30 Jan. | 1 Feb. | 3 Feb. | 6 Feb. |
| 17 Jan. | 23 Jan. | EMPRESS OF RUSSIA | 29 Jan. | 9 Feb | 1 Feb. | 12 Feb. | 14 Feb. | 17 Feb. |
| — | — | MONTEAGLE | 19 Feb. | 7 Mar. | 10 Mar. | Moji 12 Mar. | 15 Mar. | 18 Mar. |
| 21 Feb. | 27 Feb. | EMPRESS OF INDIA | 5 Mar. | 19 Mar. | 20 Mar. | N'saki 22 Mar. | 24 Mar. | 27 Mar. |
| 7 Mar. | 13 Mar. | EMPRESS OF ASIA | 19 Mar. | 30 Mar. | 31 Mar. | 2 Apr. | 4 Apr. | 7 Apr. |

PASSAGE RATES—HONGKONG TO LONDON.

| | VIA ST. JOHN, N.B. | VIA NEW YORK |
|---|---|---|
| EMPRESS OF RUSSIA, EMPRESS OF ASIA, EMPRESS OF INDIA, EMPRESS OF JAPAN, MONTEAGLE — Meals and Sleeping | £71.10 | £71.10 |
| Car Berth across | £65 — | £65 — |
| Canada £8 additional. | £43 — | £45 — |

Hour of Departure—All Steamers sail from Hongkong at NOON.
Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States have the option of returning from San Francisco by the steamers of the PACIFIC MAIL S.S. Co. or TOYO KISEN KAISHA.
SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.
AROUND THE WORLD RATES in connection with SUEZ MAIL LINES or TRANS-SIBERIAN ROUTE.

THE "EMPRESS OF RUSSIA" AND "EMPRESS OF ASIA" registered tonnage 16,850, displacement 30,625 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.
SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers. "EMPRESS OF BRITAIN" and "EMPRESS OF IRELAND."
HOTELS—The service furnished by the Company's chain of Hotels is unsurpassed.
THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.
Passengers may proceed by Rail between Ports of Call in Japan if so desired.
Route from HONGKONG VIA SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.
For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—
D. W. CRADDOCK,
GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya
1491]

## INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| FOR | STEAMERS | TO SAIL |
|---|---|---|
| SINGAPORE, PENANG & CALCUTTA | "YATSHING" | Saturday, 24th Jan., Noon. |
| • MANILA | "YUENSANG" | Saturday, 24th Jan., 2 P.M. |
| • MANILA | "LOONGSANG" | Saturday, 31st Jan., 2 P.M. |
| † SHANGHAI | "HANGSANG" | Tuesday, 3rd Feb., D'light. |
| †• SHANGHAI, KOBE and MOJI | "LAISANG" | Thursday, 5th Feb., D'light. |
| • SINGAPORE, PENANG & CALCUTTA | "KUTSANG" | Monday, 9th Feb., 2 P.M. |

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAMSANG" and "LAISANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe, (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "FOOKSANG," "KUMSANG," "Lovat," "Yatshing" and "Snisang," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 6 days.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified surgeon is also carried.
• Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
† Taking Cargo on through Bills of Lading to Y'tsze, Chefoo, T'tsin, Dalny, W'wei, T'tau&N'chwang.
‡ Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.
Telephone No. 215, Sub. branch. 4.
Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
Hongkong, 22nd January, 1914. GENERAL MANAGERS. [11

## BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
Telephone No. 215. AGENTS
Hongkong, 21st January, 1914. [41

## THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

| FOR | STEAMERS | DATE OF DEPARTURE |
|---|---|---|
| LONDON & ANTWERP | "MONMOUTHSHIRE" | On 3rd February. |
| LONDON & ANTWERP | "DEN OF AIRLIE" | About 8th March |

TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

| | | |
|---|---|---|
| VICTORIA, VANCOUVER, SEATTLE TACOMA & PORTLAND | "CARDIGANSHIRE" | About 5th Feb. |
| VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND | "RADNORSHIRE" | About 8th Mar. |

For Freight and Further Particulars, apply to Telephone No. 215 Sub Ex. No.
JARDINE, MATHESON & Co., LTD.,
Hongkong, 20th January, 1914. AGENTS. 140

## SHIPPING

ARRIVALS.

CHUNSANG, British str., 1,418, G. J. Matlock, 21st January—Swatow 20th January, General.—Jardine, Matheson & Co.
DAIJIN MARU, Japanese str., 899, K. Murakami, 21st January—Swatow 20th January, General.—Osaka Shosen Kaisha.
HAIYANG, British str., 1,362, A. E. Hodgins, 21st January—Swatow 20th January, General.—Douglas Lapraik & Co.
HARUNASAN MARU, Japanese str., 2,494, Gillespie, 20th January—Miike 15th January, Coal. — Mitsui Bussan Kaisha.
HELENE, German str., 771, J. Jensen, 20th January—Swatow 19th January, General.—Jebsen & Co.
KIYO MARU, Japanese str., 5,757, Hashimoto, 20th January—Moji 16th January, Coal.—Toyo Kisen Kaisha.
KWANGSE, British str., 1,306, G. J. Spink, 21st January—Hongay 18th January, Coal.—Butterfield & Swire.
STANDARD, Norwegian str., 899, A. B. Bull, 20th January—Saigon 15th January, Rice.—Chinese.
TSURU MARU, Japanese str., 1,359, Nakao, 20th January—Miike 14th January, Coal.—Mitsui Bussan Kaisha.
YATSHING, British str., 1,424, R. Y. Anderson, 21st January—Moji 16th January, General.—Jardine, Matheson & Co.

CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE.
January 21st.

BENGLOE, British str., for Nagasaki.
CHEONGSHING, British str., for Canton.
CHIHLI, British str., for Saigon.
GLENFALLOCH, British str., for Amoy.
HELENE, German str., for Hoihow.
HONGKONG, French str., for Hoihow.
TALTHYBIUS, British str., for Victoria.

DEPARTURES.
January 21st.

BORNEO, British str., for London.
LIANGCHOW, British str., for Shanghai.
KUMSANG, British str., for Japan.
KWANGSE, British str., for Canton.
LUETZOW, German str., for Singapore.
MIYO MARU, Japanese str., for Bangkok.
O. J. D. AHLERS, German str., for S'hai.
ONSANG, British str., for Singapore.
PENANG MARU, Japanese str., for Bombay.

PASSENGERS.
DEPARTED.

Per *Ludzow*, for Europe, etc., Mr. D. L. Adamson, Mr. and Mrs. J. C. Thompson, Miss F. Thompson, Rev. and Mrs. W. H. Day, Miss B. Bosbephell, Mrs. W. F. Day, Mr. J. B. Dawson, Mr. John Dawson, Mrs. J. R. Dawson, Miss M. Dawson, Mr. F. Heermann, Miss S. Gosewisch, Mr. Broszey, Mr. H. Fuhig, Mr. H. C. Denson, Mr. and Mrs. W. Manson, Misses H. and L. Grete, Miss V. Boush, Mr. R. de Freitas, Miss F. C. Pope, Rev. and Mrs. S. G. Tape, Mrs. J. A. Martim, Mrs. J. Mowbray Jones, Mr. K. Kaufmann, Mr. John C. Underwood, Mr. Kash, Rev. and Mrs. J. Bahr, Mr. M. M. Boney, Mrs. F. M. Tilbury, Mr. W. J. R. Price, Mr. J. Braun, Mr. M. Maria and Mr. G. Tsamtscapatios.

LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Montcagle* left Moji on the 22nd January, at 9 a.m., and is due to arrive at Kobe on the 23rd January, at 6 a.m.

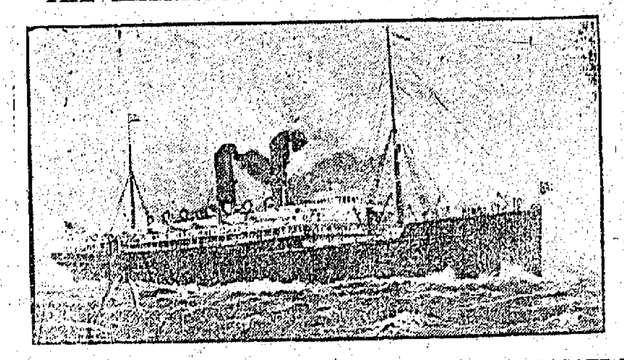
The I.G.M. str. *Princess Alice*, which left here on the 25th December, arrived at Genoa on the 21st January, at 8 a.m.

PASSED THE CANAL.

December 12th—*Neleus.*
December 16th—*Japan, Vorwaerts.*
December 19th—*Macedonia, Persia.*
December 23rd—*Atreus, Kasama, Deike Rickmers.*
December 30th—*Benvenue, Goeben, Meinam, Nore, Nubia, Saxonia, Tydeus, Wakasa Maru, Yangtsze, City of Baroda.*
January 2nd—*Cardiganshire, Aragonia. Glenturret, Sambia, Brodstone.*
January 6th—*Bohemia, Hirano Maru, Konang Si, Spezia, Stentor, Sunda, Demodocus, Mayellan.*
January 9th—*Alcinous, Volentia.*
January 10th—*Benlomond, Denbighshire, Derfflinger, Eumaeus, Glenlochy, Himalaya, Indien, Nile, Segovia.*
January 13th—*Agamemnon, Atholl, Austria, Brasilia, Kaga Maru, Muncaster Castle, Prinzess Alice, Katori Maru, Nera.*
January 16th—*Sachsen, Africa.*
January 20th—*Ambria, Calchas, Istria, Perseus, Sardinia.*

ARRIVALS AT HOME.
January 20th—*Africa, Alcinous.*

# PACIFIC MAIL
## STEAMSHIP COMPANY.
### THE AMERICAN LINE TO SAN FRANCISCO.



From HONGKONG Calling at SHANGHAI, or MANILA, NAGASAKI, KOBE (via Inland Sea), YOKOHAMA and HONOLULU (the Paradise of the Pacific). Through Service via NEW YORK to EUROPE.

### SOME FEATURES OF SERVICE.

ELECTRIC FANS, SWIMMING TANK, ORCHESTRA, AMUSEMENTS, WIRELESS TELEGRAPHY, SUBMARINE SIGNAL SERVICE, AND BILGE KEELS. CUISINE UNDER THE PERSONAL SUPERVISION OF MR. V. MORONI, ONE OF THE WORLD'S MOST FAMOUS CATERERS.

Return Portion of Round Trip Tickets, available for Passage via C.P.R. from Vancouver if desired. Through Passengers have the privilege of travelling by Rail between Ports of Kobe and Yokohama.

| STEAMERS | Tons | | Sailing |
|---|---|---|---|
| MONGOLIA | 27,000 | ... ... | " TUESDAY, 27th Jan., at 1 P.M. |
| PERSIA | 9,000 | ... ... | " SATURDAY, 7th Feb., at Noon. |
| KOREA | 18,000 | ... ... | " |
| SIBERIA | 18,000 | ... ... | " |
| CHINA | 10,200 | ... ... | " |
| MANCHURIA | 27,000 | ... ... | " |
| NILE | 11,000 | ... ... | " |

S.S. "CHINA," S.S. "NILE" and S.S. "PERSIA" will proceed to Manila and hence direct to Nagasaki.

### HONGKONG—MANILA SERVICE.

| FROM HONGKONG. | | | FROM MANILA. | | |
|---|---|---|---|---|---|
| Leave Hongkong. | | Arrive Manila. | Leave Manila. | | Due Hongkong. |
| 7th Feb. ... | PERSIA ... | 9th Feb. | 27th Jan. ... | PERSIA ... | 29th Jan. |

FOR FREIGHT OR PASSAGE, APPLY TO—
R. C. MORTON, AGENT.
KING'S BUILDING (opposite Blake Pier). TELEPHONE No. 141.
Panama-Pacific International Exposition—San Francisco—1915. [25

# MESSAGERIES MARITIMES.
## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.
FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

| FOR | | STEAMER | TO SAIL. |
|---|---|---|---|
| SHANGHAI, KOBE AND YOKOHAMA | AND | MAGELLAN | On 26th January. |
| MARSEILLES VIA PORTS | | DUMBEA | On 27th January. |

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to LONDON via PARIS by rail.
Circular Tickets to Europe via Suez and SIBERIAN ROUTE and *vice-versa* delivered here.
For further particulars apply to
S. C. de BUSSIERRE, ACTING AGENT,
QUEEN'S BUILDING.
2]

# INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

FROM HONGKONG: 31st January, 1914. Connecting with "KATANGA" FROM COLOMBO: 16th February, 1914.

# ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS:

From Hongkong "SALAMIS" About 15th March.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.
FITTED WITH WIRELESS TELEGRAPHY.
For Rates of Freight and Passage, apply to
THE BANK LINE, LIMITED,
MANAGING AGENTS.
33]

# BRITISH INDIA S. N. CO., LTD.
## APCAR LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

### EASTWARD

S.S. "TORILLA," 5,205 tons, Captain C. J. SWANSON, R.N.R., will be despatched to SHANGHAI, KOBE and MOJI on 28th January.
S.S. "DILWARA," 5,328 tons, Captain G. N. RAMAGE, R.N.R., will be despatched to YOKOHAMA, KOBE and MOJI on 2nd February.

### WESTWARD

S.S. "ARRATOON APCAR," 4,450 tons, Capt. W. Walker, will be despatched for SINGAPORE, PENANG and CALCUTTA on 24th January.
S.S. "THONGWA," 6,298 tons, Captain O. M. Robins, will be despatched as above on 1st February.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
For Freight or passage, apply to
DAVID SASSOON & CO., LTD.,
Hongkong, 19th January, 1914 AGENTS. 49

# SWEDISH EAST ASIATIC CO., LTD.
## GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

| DESTINATION | STEAMERS | TONS | DATE OF SAILINGS. |
|---|---|---|---|
| SHANGHAI, KOBE and MOJI ... ... ... | YOKOHAMA, "YEDDO" ... | 7,200 ... | Beginning of March. |

TELEPHONE No. 171.
For Freight and Further Particulars, apply to
ARTHUR NILSSON & Co.,
YORK BUILDINGS, TOP FLOOR.
32]

# HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

## HONGKONG-CANTON LINE.

| HONGKONG TO CANTON. | CANTON TO HONGKONG. |
|---|---|
| THURSDAY, 22ND JAN., 1914. | |
| 8 a.m. *HONAM.* | 8 a.m. *HEUNGSHAN.* |
| 10 p.m. *FATSHAN.* | 5 p.m. *KINSHAN.* |
| FRIDAY, 23RD JAN., 1914. | |
| 8 a.m. *HEUNGSHAN.* | 8 a.m. *HONAM.* |
| 10 p.m. *KINSHAN.* | 5 p.m. *FATSHAN.* |

A Telephone Service has been recently installed on the Canton Company's Steamers Day Steamers Call No. 776, Night Steamers Call No. 775.

## HONGKONG-MACAO LINE.

S.S. *SUI TAI*, Tons 1,651. | S.S. *TAISHAN*.

HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

## EXCURSION TO MACAO.
SUNDAY, 25TH JANUARY, 1914.

The Company's New Steamship
"TAISHAN"
Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.
N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.
This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

FARES:
SALOON Single $3, Return $5. | 1ST CLASS Single $1.50, Return $2. | 2ND CLASS Single $1, Return $1.50
Staterooms:—Saloon $1 per person each way. 1st and 2nd Class 50 cts. per person each way.

Further particulars may be obtained at the Office of the Company.

## CANTON-MACAO LINE.

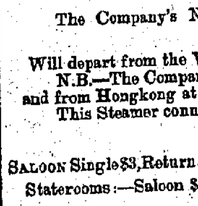
S.S. *SUI AN*, 1,651 tons.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.
S.S. *HOI SANG*, 457 tons.
Departures from Macao to Canton on Tuesday, Thursday and Saturday, at 8 a.m.
Departures from Canton to Macao on Monday, Wednesday and Friday, at 8 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

## CANTON-WUCHOW LINE.

S.S. *SAINAM*, 588 tons, and S.S. *NANNING*, 569 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or *vice versa* by the Company's direct Steamers *LINTAN* and *SANUI*. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT Co. LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. [42

# OSAKA SHOSEN KAISHA.



REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

## TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH
THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY Co.

## SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

| Steamer | | Captain | | Leaving |
|---|---|---|---|---|
| ‡ "CHICAGO MARU" | ... | I. Goto... | ... | THURSDAY, 22nd Jan., at 1 P.M. |
| † "CANADA MARU" | ... | H. Yamamoto | ... | WED'DAY, 4th Feb., at 1 P.M. |
| † "TACOMA MARU" | ... | T. Hamada | ... | SATURDAY, 21st Feb., at 1 P.M. |
| ‡ "PANAMA MARU" | ... | J. Kanzo | ... | WED'DAY, 4th Mar., at 1 P.M. |
| ‡ "SEATTLE MARU" | ... | T. Saito | ... | SATURDAY, 2 st Mar., at 1 P.M. |
| ‡ "MEXICO MARU" | ... | N. Kobayashi | ... | |

† Calling at SHANGHAI, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.
‡ Calling at MOJI, KOBE, YOKKAICHI AND YOKOHAMA.
These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

## JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

| Steamer | | Captain | | Leaving |
|---|---|---|---|---|
| "ANNAN MARU" | ... | —— | ... | TUESDAY, 3rd Feb., A.M. |
| "INDO MARU" | ... | —— | ... | FRIDAY, 13th Feb., A.M. |
| "JAVA MARU" | ... | K. Hori | ... | |
| "SAIGON MARU" | ... | T. Yamaguchi | ... | |

## CHINA AND FORMOSA LINE.

FOR FOOCHOW VIA SWATOW AND AMOY.

| Steamer | Captain | | Leaving |
|---|---|---|---|
| "KAIJO MARU" | Y. Yamamoto ... | WED'DAY, | 28th Jan., at Noon. |

FOR TAMSUI VIA SWATOW AND AMOY.

| Steamer | | Captain | | Leaving |
|---|---|---|---|---|
| "DAIJIN MARU" | ... | K. Murakami | ... SUNDAY, | 25th Jan., at 10 A.M. |
| "DAIGI MARU" | ... | S. Tokushige | ... SUNDAY, | 1st Feb., at 10 A.M. |

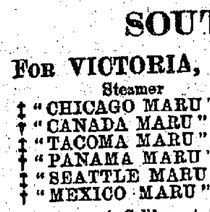
FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

| Steamer | Captain | | Leaving |
|---|---|---|---|
| "SOSHU MARU" | K. Tashiro ... | WED'DAY, | 4th Feb., at 8 A.M. |

FOR CANTON.

| Steamer | Captain | | Leaving |
|---|---|---|---|
| "SOSHU MARU" | K. Tashiro ... | FRIDAY, | 30th Jan. |

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.
These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).
For FURTHER INFORMATION, apply to
Z. KAMIYA,
MANAGER,
741] Second Floor No. 1 Queen's Building,



# PHILIPPINES S.S. CO.

| STEAMSHIP | TONS | CAPTAIN | FOR | SAILING DATE |
|---|---|---|---|---|
| ZAFIRO ... ... | 4000 | F. S. McMurray | Manila, Mangarin, Cebu and Iloilo | On 22nd Jan., 4 P.M. |
| RUBI ... ... ... | 4000 | J. Miller... ... | Manila, Mangarin, Cebu and Iloilo | On 31st Jan., 4 P.M. |

Passengers Holding Round Trip Tickets may Return by any Steamer of the PACIFIC MAIL S.S. Co., TOYO KISEN KAISHA, NORDDEUTSCHER LLOYD AND EASTERN AND AUSTRALIAN STEAMSHIP Co., LTD.
Electric Light, Fans in every Cabins. Competent Stewardess Carried.
For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.
Hongkong, 15th January, 1914. PHILIPPINES S.S. Co. [7

# NIPPON YUSEN KAISHA
## THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

| DESTINATIONS | STEAMERS AND DISPLACEMENT | TONS | SAILING DATES. |
|---|---|---|---|
| MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID | MIYAZAKI MARU | | WED'DAY, 28th Jan., at Daylight. |
| | Capt. Soyeda, | 16,000 | |
| | KITANO MARU | | WED'DAY, 11th Feb., at Daylight. |
| | Capt. F. Copo, | 16,000 | |
| VICTORIA, B.C., and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA ... ... ... | § SHIDZUOKA MARU | | TUESDAY, 27th Jan., at Noon. |
| | Capt. Irizawa, | 12,500 | |
| | § TAMBA MARU | | TUESDAY, 10th Feb., at Noon. |
| | Capt. Teranaka, | 12,500 | |
| SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE ... ... ... | NIKKO MARU | | WED'DAY, 11th Feb., at Noon. |
| | Capt. Takeda, | 9,600 | |
| | KUMANO MARU | | WED'DAY, 11th Mar., at Noon. |
| | Capt. M. Winckler, | 9,300 | |
| CALCUTTA VIA SINGAPORE PENANG & RANGOON ... | ‡ KANAGAWA MARU | | SATURDAY, 24th January. |
| | Capt. M. Machida, | 12,500 | |
| BOMBAY via SINGAPORE, and COLOMBO ... ... ... ... | ‡ INABA MARU | | THURSDAY, 29th January |
| | Capt. Shinobe, | 12,500 | |
| KOBE and YOKOHAMA ... ... | HIRANO MARU | | THURSDAY, 29th Jan., at 11 A.M. |
| | Capt. H. Fraser, | 12,500 | |
| SHANGHAI, MOJI and KOBE | BOMBAY MARU | | TUESDAY, 7th January. |
| | Capt. Tozawa, | 5,000 | |
| NAGASAKI, KOBE and YOKOHAMA ... ... ... ... | KUMANO MARU | | WED'DAY, 11th Feb., at 11 A.M. |
| | Capt. M. Winckler, | 9,300 | |
| SHANGHAI, KOBE and YOKOHAMA ... ... ... ... | ‡ CEYLON MARU | | FRIDAY, 30th January. |
| | Capt. Noguchi, | 12,000 | Cargo only. |

§ Fitted with New System of Wireless Telegraphy.

## PASSENGER SEASON—1914.

### FOR EUROPE.

| STEAMER. | TONS | SAILS | WEDNESDAY |
|---|---|---|---|
| MIYASAKI MARU ... | 16,000 | " | " 28th January. |
| KITANO " ... | 16,000 | " | " 11th February. |
| IYO " ... | 12,500 | " | " 25th February. |
| HIRANO " ... | 16,000 | " | " 11th March. |
| KATORI " ... | 20,000 | " | " 25th March. |
| KAMO " ... | 16,000 | " | " 8th April. |
| KASHIMA " ... | 20,000 | " | " 22nd April. |

### FOR AMERICA.

| STEAMER. | TONS | SAILS | TUESDAY |
|---|---|---|---|
| SHIDZUOKA MARU ... | 12,500 | " | " 27th January. |
| TAMBA " ... | 12,500 | " | " 10th February. |
| AKI " ... | 12,500 | " | " 24th February. |
| SADO " ... | 12,500 | " | " 10th March. |
| YOKOHAMA " ... | 12,500 | " | " 24th March. |
| AWA " ... | 12,500 | " | " 7th April. |

With option of Rail between Steamer's Calling Ports in Japan.
For Further Information as to Freight, Sailing, &c., apply to—
T. KUSUMOTO, MANAGER.
TELEPHONE NOS. 292 and 1241 8—9—10

# PENINSULAR & ORIENTAL STEAM NAVIGATION CO.
## HOMEWARD PASSENGER SEASON. 1914.

PROPOSED SAILINGS OF MAIL STEAMERS FOR
## MARSEILLES AND LONDON
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

| Connecting Steamer "ORIENTAL" leaves YOKOHAMA | Steamers to COLOMBO. | Leave SHANGHAI | Leave HONGKONG. | Connecting Steamers from COLOMBO to MARSEILLES and LONDON | Due at MARSEILLES | Due at PLYMOUTH (London 1 day later) |
|---|---|---|---|---|---|---|
| p.m. Thurs. | | 6 p.m. Tues. | Noon. Satur. | | Friday | Thursday |
| Jan. 22 | DEVANHA ... ... | Jan. 27 | Jan. 31 | MOREA ... ... | Feb. 27 | Mar. 5 |
| Feb. 5 | CHINA ... ... | Feb. 10 | Feb. 14 | MALOJA ... ... | Mar. 13 | Mar. 19 |
| Feb. 19 | ASSAYE ... ... | Feb. 24 | Feb. 28 | MARMORA ... | Mar. 27 | Apr. 2 |
| Mar. 5 | INDIA ... ... | Mar. 10 | Mar. 14 | MOLDAVIA ... | Apr. 10 | Apr. 16 |
| Mar. 19 | DEVANHA ... | Mar. 24 | Mar. 28 | MEDINA ... ... | Apr. 24 | April 30 |
| Apr. 2 | ARCADIA ... | Apr. 7 | Apr. 11 | MONGOLIA ... | May 8 | May 14 |
| Apr. 16 | DELTA ... ... | Apr. 21 | Apr. 25 | MALWA ... ... | May 22 | May 28 |
| Apr. 30 | ASSAYE ... ... | May 5 | May 9 | MOOLTAN ... | June 5 | June 11 |

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.
Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:
The Fares to London and Marseilles are as follows:—

| | | | | | | |
|---|---|---|---|---|---|---|
| LONDON | | | | | | |
| 1st Saloon | "A" | Accommodation | Single | £65. | Return | £97. |
| | "B" | " | " | £59. | " | £89. |
| 2nd Saloon | "A" | " | " | £44. | " | £66. |
| | "B" | " | " | £40. | " | £60. |
| MARSEILLES | | | | | | |
| 1st Saloon | "A" | Accommodation | Single | £61. | Return | £91. |
| | "B" | " | " | £55. | " | £83. |
| 2nd Saloon | "A" | " | " | £42. | " | £63. |
| | "B" | " | " | £38. | " | £57 |

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
## LONDON
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES
PROPOSED SAILINGS:

| STEAMERS. | Leave Y'HAMA | Leave SHANGHAI | Leave H'KONG | Leave S'PORE | Due at M'SEILLES | Due at LONDON |
|---|---|---|---|---|---|---|
| | about | about | about | about | about | about |
| NANKIN ... ... | Jan. 20 | Jan. 31 | Feb. 4 | Feb. 10 | Mar. 9 | Mar. 18 |
| NYANZA ... ... | Feb. 3 | Feb. 14 | Feb. 18 | Feb. 24 | Mar. 23 | Apr. 1 |
| NORE ... ... | Feb. 17 | Feb. 28 | Mar. 4 | Mar. 10 | Apr. 6 | Apr. 15 |
| NILE ... ... ... | Mar. 3 | Mar. 14 | Mar. 18 | Mar. 24 | Apr. 21 | Apr. 30 |
| MALTA ... ... | Mar. 17 | Mar. 28 | Apr. 1 | Apr. 7 | May 5 | May 14 |
| * KHIVA ... ... | Mar. 31 | Apr. 11 | Apr. 15 | Apr. 21 | May 19 | May 28 |
| NUBIA ... ... | Apr. 14 | Apr. 25 | Apr. 29 | May 6 | June 3 | June 12 |
| NAMUR ... ... | Apr. 28 | May 9 | May 13 | May 20 | June 18 | June 27 |

* New Steamer.

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.
FARES TO LONDON:
1st Saloon £50 Single: £75 Return. 2nd Saloon £35 Single: £52 Return.
FARES TO MARSEILLES:
1st Saloon £46 Single. 2nd Saloon £33 Single.
All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy
THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.
For Further Particulars, apply to—
E. A. HEWETT,
SUPERINTENDENT.
47

# PENINSULAR & ORIENTAL
## STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL | REMARKS |
|---|---|---|---|
| SHANGHAI, MOJI, KOBE and YOKOHAMA | NORE ..... Capt. D. Asbury | About 27th Jan. | Freight and Passage. |
| SHANGHAI | CHINA ..... Capt. C. H. S. Tocque, R.N.R. | About 30th Jan. | Freight and Passage. |
| LONDON VIA USUAL PORTS OF CALL | *DEVANHA* ..... Capt. W. R. Hickey | Noon, 31st Jan. | *See Special Advertisement.* |
| LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES | NANKIN ..... Capt. Owen Jones, R.N.R. | About 4th Feb | Freight and Passage. |

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 22nd January, 1914 [1

# CHINA NAVIGATION CO., LTD.
SAILINGS SUBJECT TO ALTERATION.

| FOR | STEAMERS | TO SAIL |
|---|---|---|
| SHANGHAI | "ANHUI" | On 22nd Jan., 4 P.M. |
| HAIPHONG | "HUICHOW" | On 24th Jan., 10 A.M. |
| SHANGHAI & TSINGTAU | "CHENAN" | On 24th Jan., M'night. |
| MANILA, CEBU and ILOILO | "TAMING" | On 28th Jan., 4 P.M. |
| SHANGHAI | "LUCHOW" | On 29th Jan., 4 P.M. |
| SHANGHAI and TSINGTAU | "YINGCHOW" | On 31st Jan., M'night. |
| SHANGHAI | "SHAOHSING" | On 3rd Feb., Noon. |

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

☞SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," CHENAN," and the S.S. "LIANGCHOW," "LUCHOW" and "YINGCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to TSINGTAU, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

*N.B.*—Passengers must embark before Midnight on SATURDAY for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES:—SINGLE $45.....RETURN $75.

For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
Hongkong, 21st January, 1914. TELEPHONE 36. AGENTS. [5

# DOUGLAS STEAMSHIP CO., LTD.
## HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR
## SWATOW, AMOY AND FOOCHOW AND RETURN.
(Occupying 9 to 10 Days).

| STEAMSHIP | CAPTAIN | LEAVING | |
|---|---|---|---|
| "HAIYANG" | Capt. A. E. Hodgins | FRIDAY, | 23rd Jan., at 11 A.M. |
| "HAICHING" | Capt. W. C. Passmore | FRIDAY, | 30th Jan., at 11 A.M. |

FOR **SWATOW** AND RETURN.
(Occupying 3 Days).

| | | | |
|---|---|---|---|
| "HAIMUN" | Capt. J. W. Evans | THURSDAY, | 29th Jan., at 11 A.M. |
| | | SUNDAY, | 1st Feb., at 10 A.M. |

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.
Hongkong, 22nd January, 1914. [4

# THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.
## MAIL SERVICE TO AUSTRALIA
VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

| STEAMER | ARRIVE HONGKONG FROM AUSTRALIA. | LEAVE HONGKONG FOR AUSTRALIA. |
|---|---|---|
| ALDENHAM | | On 30th Jan., 10 A.M. |
| EMPIRE | 31st January. | On 27th Feb., 10 A.M. |
| ST. ALBANS | 21st February. | On 20th Mar., 10 A.M. |
| EASTERN | 14th March. | On 9th Apr., 10 A.M. |

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.
For further particulars apply to

GIBB, LIVINGSTON & Co.,
39 AGENTS.

# HAMBURG-AMERIKA LINIE.
IN CONJUNCTION WITH
DEUTSCHE DAMPFSCHIFFAHRTS GERELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

## NEXT SAILINGS FROM HONGKONG:

### OUTWARD.

FOR SHANGHAI, KOBE AND YOKOHAMA:

| | |
|---|---|
| S.S. SPEZIA | 28th Jan. |
| S.S. SAXONIA | 4th Feb. |
| S.S. SCANDIA | 14th Feb. |
| S.S. HOERDE | 28th Feb. |
| S.S. BADEN | 10th Mar. |
| S.S. SUEDMARK | 12th Mar. |
| S.S. BRISGAVIA | 26th Mar. |

For Further Particulars, apply to—

Hongkong, 15th January, 1914.

### HOMEWARD.

FOR HAVRE, EMDEN & HAMBURG:
S.S. SILESIA ... 25th Jan.
FOR VICTORIA, VANCOUVER, SEATTLE & PORTLAND (Or).
S.S. SAXONIA ... ... 6th Feb.
FOR MARSEILLES, HAVRE & HAMBURG:
S.S. ANDALUSIA ... 8th Feb.
FOR ROTTERDM, BREMEN & HAMBURG:
S.S. PREUSSEN ... 13th Feb.
FOR HAVRE, BREMEN & HAMBURG:
S.S. O. J. D. AHLERS ... 21st Feb.
FOR MARSEILLES, HAMBURG & ANTWERP:
S.S. SUEVIA ... ... ... 26th Feb.

HAMBURG-AMERIKA LINIE,
Hongkong Office. [6

# TOYO KISEN KAISHA.
## SAN FRANCISCO LINE.

VIA SHANGHAI. MANILA. THE INLAND SEA. JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

| Steamer | Displacement Tons and Speed. | Leave Hongkong. |
|---|---|---|
| * HONGKONG MARU | 11,000—18 knots | TUESDAY, 10th Feb. |
| SHINYO MARU | 22,000—21 knots | FRI., 13th Feb. |
| CHIYO MARU | 22,000—21 knots | SATUR., 7th Mar. |
| TENYO MARU | 22,000—21 knots | SATUR., 4th Apr. |
| * NIPPON MARU | 11,000—18 knots | WED'DAY, 8th Apr. |

* via MANILA. Omitting Shanghai.
All Steamers will be despatched at NOON.

FIRST CLASS TO LONDON £71.10....RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK £60. ... " " £96.10.
" " " SAN FRANCISCO £45. ... " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

## SOUTH AMERICAN LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDEAN ROUTE TO BUENOS AIRES.

| Steamer | Displacement Tons and Speed | Leave Hongkong |
|---|---|---|
| KIYO MARU | 17,000—14 knots | TUESDAY, 3rd February, 1914. |

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,
King's Building.
TELEPHONE 291. [237

SAN FRANCISCO
## SAN FRANCISCO SCENIC ROUTE

TRANS-PACIFIC
## TOYO KISEN KAISHA
TRANS-CONTINENTAL
## WESTERN PACIFIC DENVER AND RIO GRANDE.

MAIL SHIP SERVICE.

| | Tonnage | Speed |
|---|---|---|
| S.S. TENYO MARU | 22,000 | 21 knots. |
| S.S. CHIYO MARU | 22,000 | 21 " |
| S.S. SHINYO MARU | 22,000 | 21 " |
| S.S. NIPPON MARU | 11,000 | 18 " |
| S.S. HONGKONG MARU | 11,000 | 18 " |

THE QUICK AND COMFORTABLE WAY OF TRAVEL FROM JAPAN, CHINA, PHILIPPINES AND THE FAR EAST, VIA HONOLULU.

These Vessels present the Farthest Advance in the Science of Shipbuilding, being Equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment of Passengers, including Wireless Telegraph, Automatic Safety Devices, Electric Lights in every Berth, Electric Fans in every Stateroom. Brass Beds, Porcelain Bathtubs, Steam Laundry, Nursery and Playground for Children, Open Air Gymnasium, Moving Picture Shows, Swimming Tanks, Orchestral Concerts. Perfect Service—Unsauled Cuisine.

## WESTERN PACIFIC--DENVER AND RIO GRANDE.

The T.K.K. Liners connect at San Francisco with the Palatial Trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE. Through Standard Sleepers. Through Tourists' Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots. New Lands, Cities and Scenes—Hundred of Miles through the Gorgeous Scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado. Convenient connections at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,
GENERAL ORIENTAL AGENT,
46] 75, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG.

# AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID
S.S. "BOHEMIA," 7,900 tons, will leave as above on 15th February, at 4 P.M.
Superior accommodation for 1st, and 2nd Class passengers, no surtax, no tips, no inside Cabins. Stewardesses, Laundry, Wireless Telegraphy.
FARES: Hongkong-Trieste (Venice), £50 1st, £36 2nd, £19 3rd Class.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "CHINA," 11,800 tons, will leave as above about 2nd February.
These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewardess, Wireless Telegraphy.
RAILWAY FARES: Trieste-London.
BY SIMPLON EXPRESS:
Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £3.15, II £6.1.6.
BY ST. GOTHARD EXPRESS:
Via Venice, Milan, St. Gothard, Lucerne, Bale, Laon, Calais or Boulogne, Class I £3.15, II £6.1.9.
BY SEMMERING EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, Dover. Class I £9.11, II £6.9.9.
BY TAUERN EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I £7.19.8, II £5.1.6.
TO SHANGHAI.
S.S. "BOHEMIA," 7,900 tons, will leave as above on 1st February, at 6 A.M.
FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.
TO KOBE VIA SHANGHAI, YOKOHAMA.
S.S. "VORWAERTS," 12,900 tons, will leave as above about 31st January.
Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America

SANDER, WIELER & Co., AGENTS,
Hongkong, 17th January, 1914 Princes' Building. [43

# NORDDEUTSCHER LLOYD.
## IMPERIAL GERMAN MAIL LINES.

| FOR | STEAMERS | TONS | TO SAIL. |
|---|---|---|---|
| NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG | * "PRINZ LUDWIG" Capt. F. VON BINZER. | 18,300 | Tuesday, 3rd Feb., at 10 A.M. |
| SHANGHAI, NAGASAKI, KOBE and YOKOHAMA | "GOEBEN," Capt. A. Ahlborn, | 17,300 | About Thursday, 22nd Jan. |
| MANILA, YAP, MARONN, SAMARAI, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE | "PRINZ SIGISMUND," Capt. A. HUETZIG, | 6,750 | Saturday, 24th Jan. at 9 A.M. |
| KOBE | "PRINZ WALDEMAR," Capt. O. JURANY, | 6,100 | About Tuesday, 3rd Feb. |
| JESSELTON, KUDAT and SANDAKAN | "BORNEO" Capt. J. KOEHLER, | 5,000 | Wed'day, 4th Feb., at 9 A.M. |

* This Steamer will call at Manila.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken. [3

## PASSENGER SEASON 1914.
## NORDDEUTSCHER LLOYD. BREMEN.
TO EUROPE BY THE
## MAGNIFICENT FAST LINERS.

| STEAMSHIP | DISPLACEMENT. | |
|---|---|---|
| *"PRINZ LUDWIG" Capt. F. VON BINZER. | 18,300 TONS | ON FEBRUARY 3RD. |
| "GOEBEN" Capt. A. AHLBORN. | 17,300 " | ON FEBRUARY 18TH. |
| *"DERFFLINGER" Capt. F. PROESCH. | 17,250 " | ON MARCH 3RD. |
| "KLEIST" Capt. L. MAASS. | 17,000 " | ON MARCH 18TH. |
| *"PRINZ EITEL FRIEDRICH" Capt. C. MUNDT. | 17,000 " | ON MARCH 31ST. |
| "YORCK" Capt. F. LOESER. | 17,000 " | ON APRIL 15TH. |
| *"PRINCESS ALICE" Capt. J. BORTFELDT. | 20,300 " | ON APRIL 28TH. |

* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.
CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.
All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Telefunken.)
NO SURTAX ON PASSAGE FARES.
EARLY BOOKING RECOMMENDED. [48

## FREIGHT LINE.
### NEXT SAILINGS FROM HONGKONG.

| OUTWARD. Steamship | about | HOMEWARD. |
|---|---|---|
| "MARK" | 2nd Febr. | FOR MARSEILLES, DUNKIRK, ANTWERP ROTTERDAM AND BREMEN/HAMBURG: S.S. "MARK" about Middle of March. |
| "TUEBINGEN" | 16th Febr. | FOR HAVRE, EMDEN AND HAMBURG/BREMEN: S.S. "TUEBINGEN" about End of March. |
| "LOTHRINGEN" | 2nd March. | FOR MARSEILLES, ANTWERP, ROTTERDAM AND BREMEN/HAMBURG: S.S. "LOTHRINGEN" about Middle of April. |
| "THUERINGEN" | 16th March. | FOR HAVRE, DUNKIRK, EMDEN AND HAMBURG/BREMEN: S.S. "THUERINGEN" about Beginning of May. |
| "FRANKEN" | 30th March. | FOR MARSEILLES, ANTWERP, ROTTERDAM AND BREMEN/HAMBURG: S.S. "FRANKEN" about Middle of May. |
| "GOETTINGEN" | 13th April. | FOR HAVRE, EMDEN AND HAMBURG/BREMEN S.S. "GOETTINGEN" about Beginning of June. |

For Further Particulars, Please apply to—

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
GENERAL AGENTS.
Hongkong, 19th December, 1913. [118

## SHIPPING IN PORT.

STEAMERS.

ANHUI, British str., 1,355, J. B. Harris, 19th January—Shanghai 15th January, General.—Butterfield & Swire.

ALBIANA, British str., 2,846, Evans, 19th January—Chingwantao 16th January, Coal.—Dodwell & Co.

BANRI MARU, Japanese str., 2,326, Soga, 19th January—Keelung 16th January, Coal.—Dodwell & Co.

CHEONGSHING, British str., 1,256, Liddell, 20th January—Tsingtau 15th Jan., Jardine, Matheson & Co.

CHINGCHOW, British str., 1,195, Doyle, 18th January—Kwang Yen 15th January, Cement Stone. — Shewan, Tomes & Co.

CHIYUEN, Chinese str., 1,177, W. Legge, 20th January—Shanghai 17th Jan., General.—C. M. S. N. Co.

DRUFAR, Norwegian str., 1,102, J. Bing, 19th January—Swatow 18th January, General.—Chinese.

EMPRESS OF INDIA, British str., 6,000 F. L. Davison, 10th January—Vancouver 20th December, General.—C. P. R. Co.

ERVIKEN, Norwegian str., 1,344, Augensen, 16th January—Hongay 13th January, Coal. — Mitsui Bussan Kaisha.

FERNLEY, British str., 2,953, Appleton, 17th January—Chingwantao 10th January, Coal.—Dodwell & Co.

FOOCHOW, British str., 1,220, J. B. Owen, 20th January—Wakamatsu 13th January, Coal.—Butterfield & Swire.

GEMINI, British str., 1,365, E. James, 18th January—Bangkok 9th January, Rice and General.—A. Bune & Co.

GEORGI, Russian str., 777, R. Osal, 16th January—Kumong 13th January, Salt—Siemssen & Co.

GLENFALLOCH, British str., 1,434, W. L. Gardner, 20th January—Singapore 13th January, General.—Chinese.

GLENFARG, British str., H. J. Henderson, 19th January—London 6th December, General.—Order.

HAIMUN, British str., 642, J. W. Evans, 16th January—Swatow 15th January, General.—Douglas Lapraik & Co.

HANOI, French str., 739, Ch. Chevalier, 20th January—Haiphong 19th Jan., General.—A. R. Marty.

HELENE, German str., 771, J. Jessen, 15th January—Hoihow 14th January, General.—Jebsen & Co.

HOIHOW, British str., 875, McCulloch, 16th January—Manila 13th January, General.—Butterfield & Swire.

HONGKONG, French str., 739, M. Marquerite, 17th January—Hoihow 16th January, General.—A. R. Marty.

HUICHOW, British str., 1,215, G. Hooker, 19th January—Hongay 10th January, Coal.—Butterfield & Swire.

INDRAGHIRI, British str., 3,606, W. E. Kelway, 19th January—Manila 16th January, Oil.—Jardine, Matheson & Co.

INDRASAMHA, British str., 3,336, Jones, 19th January—Shanghai 16th January, General.—Jardine, Matheson & Co.

KASHING, British str., 1,143, G. Byers, 16th January—Tsingtau 10th January, Coal.—Butterfield & Swire.

KEONGWAI, German str., 1,115, Petersen, 19th January—Bangkok and Swatow 18th January, Rice.—Butterfield & Swire.

KOMAGATA MARU, Japanese str., 1,918, C. Kakuno, 16th January—Moji 10th January, Coal.—Order.

KUEICHOW, British str., 1,220, Forsyth, 19th January—Pakhoi 17th January, General.—Butterfield & Swire.

KUMSANG, British str., 3,226, F. Wheeler, 17th January—Singapore 10th January, General.—Jardine, Matheson & Co.

MONGOLIA, American str., 8,750, Emery Rice, 17th January—San Francisco 18th Dec., General—P. M. S. S. Co.

# Hoehl Extra Dry

gout americain

OBTAINABLE FROM
THE SINCERE CO., LTD.,
SUB-AGENT FOR HONGKONG.
[36-22

Hongkong, 19th January, 1914.

DR. TETZNER'S

## BIRCH-WATER

FOR THE HAIR.

## FORMADONT

FOR THE TEETH.

## PERFUMES

are the best obtainable anywhere.

For Catalogues apply to:

## HUGO C. A. FROMM,

HONGKONG.

Hongkong, 19th January, 1914. [36-52

# EMPEROR FREDERICK SPRING.

## A DELICIOUS REFRESHMENT

WHEN TAKEN PLAIN OR MIXED

WITH WHISKY, BRANDY, WINE

OR FRUIT JUICE.

For Agency apply to:

## HUGO C. A. FROMM,

HONGKONG.

Hongkong, 19th January, 1914. [36-32


## SHARE LIST.—QUOTATIONS.

HONGKONG, 21ST JANUARY, 1914.

| STOCKS. | NO. OF SHARES. | VALUE | PAID UP. | CLOSING QUOTATIONS CASH. | RETURN ON BASIS OF LAST DIV'D. |
|---|---|---|---|---|---|
| **BANKS.—** | | | | buy. | |
| Hongkong & S'hai. Bank Corporation | 120,000 | $125 | all | $800 sel., 797½ / L'don £81 | 5½ p.c. |
| China Borneo Company, Limited ... | 60,000 | $12 | all | $10¾, buyers | 8½ p.c. |
| China Light and Power Company, Ld. ... | 50,000 | $5 | all | $4½, sellers | |
| China Provident, Loan & Mortgage Co., Ltd | 50,000 | $1 | all | $9, sales | 7½ p.c. |
| **COTTON MILLS.—** | 200,000 | $10 | all | | |
| Ewo Cotton Spin'g. & Weaving Co., Ltd. | 20,000 | Tls. 50 | all | Tls. 135, buyers | |
| Hongkong Cotton Spinning Co., Ltd. | 125,000 | $10 | all | $8, sellers | |
| Dairy Farm Company, Limited ... | 40,000 | $7½ | all | $29½, buyers | 5 p.c. |
| **DOCKS AND WHARVES.—** | | | | | |
| H'kong. & Kowloon Wharf & G. Co., Ltd. | 60,000 | $50 | all | 88½, buyers / sel. | 5 p.c. |
| H'kong. and Whampoa Dock Co., Ltd. ... | 50,000 | $50 | all | $76½, buy. / $77½, | 3 p.c. |
| New Amoy Dock Co., Limited... ... | 10,000 | $6¾ | all | $8¾ | 7½ p.c. |
| S'hai. Dock and Engineering Co., Ltd. | 55,700 | Tls. 100 | all | Tls. 56, buyers | |
| S'hai. and Hongkew Wharf Co., Ltd. ... | 36,000 | Tls. 100 | all | Tls. 105, sales | |
| Green Island Cement Co., Limited... .. | 400,000 | $10 | all | $6½, buyers | |
| Hongkong Electric Co., Limited ... | 60,000 | $10 | all | $48 | 4 p.c. |
| Hongkong Hotel Company Limited | 12,000 | $50 | all | $120 | 5 p.c. |
| Manila Metropole Hotel, Limited ... | 8,000 | | all | $25 / $25 | |
| Hongkong Ice Company, Limited .. | 15,000 | Ps. 10 | all | $125, sellers | |
| Hongkong Rope Manufacturing Co., Ltd. | 5,000 | $25 | all | $188, buyers | 5½ p.c. |
| H'kong. & South China Steam Fishers. Co., Ltd. | 60,000 | $10 | all | $22½, buyers | 9½ p.c. |
| Hongkong Steel Foundry Co., Ltd. ... | 15,000 | $5 | all | $2 | |
| Hongkong Tramway Co., Ltd. ... .. | 15,000 | $10 | all | $10 | |
| **INSURANCES.—** | 325,000 | 5/- | all | 7/6, sales | |
| Canton Insurance Office Co., Limited | 10,000 | $250 | $50 | $322½, sellers | 6 p.c. |
| China Fire Insurance Co., Limited ... | 20,000 | $100 | $20 | $160 | 6⅔ p.c. |
| Hongkong Fire Insurance Co., Ld. .. | 8,000 | $250 | $50 | $380, buyers | 7½ p.c. |
| North-China Insurance Co., Limited | 10,000 | £15 | £5 | Tls. 133 | |
| Union Insurance Society, Limited .. | 12,400 | $250 | $100 | $805 | 6½ p.c. |
| Yangtsze Insurance Association, Ld .. | 12,000 | $100 | $60 | $192, @ Ex 7/3 | |
| **LANDS AND BUILDINGS.—** | 50,000 | $100 | all | $114, sales | 6½ p.c. |
| H'kong. Land Invest. Agency Co., Ld | 25,000 | $100 | $75 | $200 | |
| Hongkong Land Reclamation Co., Ld. | 150,000 | $10 | all | $9½, sellers | 5½ p.c. |
| Humphreys' Estate and Finance Co., Ld | 6,000 | $50 | $50 | $43¾, buyers | 7 p.c. |
| Kowloon Land and Building Co., Ltd. | 78,000 | Tls | 50 | all | Tls. 91 |
| Shanghai Land Investment Co., Ld... | 12,500 | $50 | all | $68½, buyers | 5¾ p.c. |
| Maatschappij tot Mijn-, Bosch-en Landbouw exploitatie in Langkat ... | 25,000 | Gds. 10 | all | Tls. 31, buyers | |
| **MINING.—** | | | | | |
| Chinese Engineering and M. Co., Ld... | 1,000,000 | £1 | all | 37/6 | |
| Henwood Tin and Rubber Estate, Ld .. | 822,000 | 2/- | all | 2/6 | |
| Raub Australian Gold Mining Co., Ltd | 200,000 | £1 | all | $3.10, buyers | |
| Tronoh Mines, Limited ... ... | 160,000 | £1 | all | 37/-, sellers | |
| Peak Tramways Co., Limited ... | 25,000 | $10 | all | $10½ | 7½ p.c. |
| Philippine Co., Limited ... | 50,000 | $10 | $1 | $0.95 | |
| Pulpes et Papeteries du Tonkin Societe des | 75,000 | $10 | all | $5 | |
| **REFINERIES.—** | 13,200 | $50 | all | $20, sellers | |
| China Sugar Refining Co., Limited | 20,000 | $100 | all | $95, sellers | 3 p.c. |
| Luzon Sugar Refining Co., Limited | 7,000 | $100 | all | $31 | |
| **STEAMSHIP COMPANIES.—** | | | | | |
| China and Manila Steamship Co., Ld... | 30,000 | $25 | all | $10, sellers | |
| Douglas Steamship Co., Limited. .. | 20,000 | $50 | all | $29, buyers | 5 p.c |
| H'kong., Canton & Macao S.B. Co., Ltd. | 80,000 | $15 | all | $29½ | 7½ p.c. |
| Indo-China Steam Navigation Co. Ltd | 60,000 pref. / 60,000 def. | £5 | all | $79 / £7. 15,- (L'don.) | |
| Shell Transport & Trading Co., Ld... | 2,500,000 | £1 | all | 10 1/16, sellers | 6 p.c. |
| Star Ferry Company, Limited | 40,000 | $10 | all | $45, buyers | 3½ p.c. |
| South China Morning Post, Limited | 6,000 | $25 | all | $20, sal. & buy. | |
| Steam Laundry Company, Limited | 20,000 | $5 | all | $4¾, sellers | |
| **STORES AND DISPENSARIES.—** | | | | | |
| Powell, Wm., Limited ... .. | 15,000 | $7 | all | $9½, sellers | 4 p.c. |
| Watson & Co., A. S., Limited | 92,000 | $10 | all | $8, sellers | |
| Union Waterboat Co., Limited ... .. | 50,000 | $10 | all | $17½, buyers | 5½ p.c. |

Para Rubber in London ... ... ... ... ... ... ... 3/-½ per lb.

| Loans. | Amount. | Value. | Interest. | Quotation. |
|---|---|---|---|---|
| Chinese Imperial 1896 | Tls. 767,200. | Tls. 250 | 7% p. annum | Par. |

VERNON & SMYTH, *Share Brokers.*

## COMMERCIAL.

CLOSING QUOTATIONS.
January 21st.

ON LONDON:—
Telegraphic Transfer ... ...1/10⅞
Bank Bills, on demand ...1/10⅞
Bank Bills, at 30 days' sight ...1/11
Bank Bills, at 4 months' sight ...1/11⅛
Credits, at 4 months' sight ...1/11⅛
Documentary Bills—months' sight 1/11⅛

ON PARIS:—
Bank Bills, on demand ...24
Credits, at 4 months' sight ...245½

ON GERMANY:—
On demand ...195½

ON NEW YORK:—
Bank Bills, on demand ...46⅝
Credits, at 60 days' sight ...47⅛

ON BOMBAY:—
Telegraphic Transfer ...142
Bank, on demand ...142½

ON CALCUTTA:—
Telegraphic Transfer ...142
Bank, on demand ...142½

ON SHANGHAI:—
Bank, at sight ...74
Private, 30 days' sight ...74⅜

ON YOKOHAMA:—On demand ...93½
ON MANILA:—On demand—Pesos—94
ON SINGAPORE:—On demand ...81⅛
ON BATAVIA:—On demand ...115⅜
ON RAIPHONG:—On demand ...1 % pm.
ON SAIGON:—On demand ... ⅛"
ON BANGKOK:—On demand ...80⅞
SOVEREIGNS, Bank's Buying Rate ...$10.40
GOLD LEAF, 100 fine, per tael ...$54.70
BAR SILVER, per oz. ...26½

SUBSIDIARY COINS.

| | | per cent. |
|---|---|---|
| Chinese | 20 cents pieces... | $11.60 discount. |
| Chinese | 10 " ... | $11.90 " |
| Hongkong | 20 " ... | $ 7.90 " |
| Hongkong | 10 " ... | $11.58 " |

## MAILS VIA SIBERIA.

| London Due | Due Shanghai |
|---|---|
| January 5th. | January 19th. |

## FORTHCOMING EVENTS.

Wednesday, 28th Jan.:—
11.30 a.m.—Hongkong Land Reclamation Co., Ltd., Meeting of Shareholders at Messrs. Jardine, Matheson & Co., Ltd.'s Offices.
11.45 a.m.—West Point Building Co., Ltd., Meeting of Shareholders at Messrs. Jardine, Matheson & Co., Ltd.'s Offices.
Noon—Hongkong Land Investment & Agency Co., Ltd., Meeting of Shareholders at Messrs. Jardine, Matheson & Co., Ltd.'s Offices.
12.30 p.m.—Hongkong Hotel Co., Ltd., Extraordinary General Meeting.
Tuesday, 10th Feb.:—
Noon—Hongkong, Canton and Macao Steamboat Co., Ltd., Meeting of Shareholders.
Thursday, 12th Feb.:—
9.15 p.m.—The Idol's Eye at the Theatre Royal.


香港中外新報

CHUNG NGOI SAN PO
(Chinese *Daily Press*),
PUBLISHED DAILY,
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Documents translated from or into Classical or Colloquial Chinese.


## POST OFFICE NOTICE.

CHINESE NEW YEAR HOLIDAY.

Monday next, the 26th inst., being Chinese New Year Day, the Post Office will be entirely closed. There will be no delivery or collection of correspondence from the Pillar Boxes. Non-boxholders may, however, obtain their ordinary correspondence on application at the enquiry window in the Boxholders' Hall, at the North-West corner of the building. In the event of the arrival of the French Mail from Europe on that day the Office will be open one hour for the delivery thereof.

On Tuesday, the 27th inst., the Post Office will be open from 8 a.m. to noon, and there will be one delivery and a collection of ordinary letters as on Sundays.

The Money Order Office will be entirely closed.

The Public are informed that owing to delay in arrival at Paris some of the bags comprising the Mail from London dated 24th December for the German Packet via Naples missed the steamer, and the French Post Office has been requested to send them to Brindisi for transmission via Bombay and Negapatam.

The *Goeben*, with the GERMAN MAIL, left Singapore on Saturday, the 17th inst., at 10 p.m., and is due to arrive here to-day, at 2 p.m.

The *Empress of Asia*, with the CANADIAN and LONDON MAIL, (via Siberia) of Saturday, 3rd inst., left Shanghai on Tuesday, the 20th inst., at 2 p.m., and is due to arrive here to-day, at 2 p.m.

| FOR | PER | DATE |
|---|---|---|
| Hoihow, Haiphong, Pakhoi and Saigon ... | *Mathilde* ... | Thursday, 22nd, 9.00 A M |
| *Japan via *Moji ... ... ... ... ... | *Solveig* ... | Thursday, 22nd, 11.00 A M |
| Japan via Moji, *Victoria and *Tacoma ... | *Chicago Maru* ... | Thursday, 22nd, 11.00 A M |
| Hoihow, Haiphong, Pakhoi and *Saigon ... | *Hongkong*... ... | Thursday, 22nd, 11.00 A M |
| Kuchinotzu, Japan via Kobe, *Victoria, *Tacoma, *Vancouver and *Seattle ... | *Talthybius* ... | Thursday, 22nd, 2.00 P M |
| *Shanghai and *North China ... ... ... | *Anhui* ... ... | Thursday, 22nd, 3.00 P M |
| Philippine Islands .. ... ... ... ... | *Zafiro* ... ... | Thursday, 22nd, 3.00 P M |
| Saigon ... ... ... ... ... | *Toosui* ... ... | Thursday, 22nd, 5.00 P M |
| SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI ... ... ... (EUROPE, VIA SIBERIA) ... | *Goeben* ... ... | Friday, 23rd, 9.00 A M |
| Swatow, Amoy and Foochow ... ... ... | *Haiyang* ... ... | Friday, 23rd, 10.00 A M |
| Haiphong, Pakhoi and *Saigon... ... | *Hanoi* ... ... | Friday, 23rd, 11.00 A M |
| PHILIPPINE IS., YAP, MARONN, FRIEDRICH WILHELMSHAFEN, RABAUL, HERBERTSHOHE, MATUPI, SAMARAI, AUSTRALIA, TASMANIA AND NEW ZEALAND VIA BRISBANE | *Prinz Sigismund*... | Saturday, 24th, 8.00 A M |
| Haiphong, Pakhoi and Saigon ... ... ... | *Hutchow*... ... | Saturday, 24th, 9.00 A M |
| Straits, Batavia, Cheribon, Samarang and Sourabaya ... ... ... | *Banri Maru* ... | Saturday, 24th, 10.00 A M |
| Straits and India via Calcutta ... ... ... | *Yatshing* ... ... | Saturday, 24th, 11.00 A M |
| Philippine Islands... ... ... | *Yuensang* ... ... | Saturday, 24th, 1.00 P M |
| SHANGHAI, NORTH CHINA and TSINGTAU ... ... ... (EUROPE VIA SIBERIA)... | *Chenan* ... ... | Saturday, 24th, 5.00 P M |
| Swatow, Amoy and Formosa via Tamsui ... | *Daijin Maru* ... | Sunday, 25th, 9.00 A M |
| SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, UNITED STATES and SOUTH AMERICA, *CANADA via SAN FRANCISCO ... ... ... (EUROPE VIA SIBERIA) ... | *Mongolia* ... | Tuesday, 27th, Registration ... 10.00 A M (Registration with late fee of 10 cents up to 10.30 A.M.) Registration B.O. ... 9.30 A M Letters ... ...11.00 A M |
| Philippine Islands... ... ... ... ... | *Taming* ... ... | Wednesday, 28th, 3.00 P M |
| Swatow ... ... ... ... ... | *Haimun* ... ... | Thursday, 29th, 10.00 A M |
| *Shanghai, and *North China ... ... ... | *Luchow* ... ... | Thursday, 29th, 3.00 P M |
| Swatow, Amoy and Foochow ... ... ... | *Haiching* ... ... | Friday, 30th, 10.00 A M |

* Specially superscribed correspondence only.

# CREAM.

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THE CREAM THAT CAN BE WHIPPED, BUT CANNOT BE BEATEN.

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